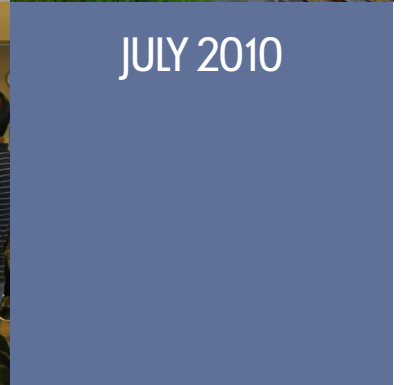




COMMUNITY MEETINGS SERIES #1 - SUMMARY



WEST SANTA ANA BRANCH



SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS

www.scag.ca.gov

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INTRODUCTION AND BACKGROUND



WEST SANTA ANA BRANCH

REPORT PURPOSE

This report provides a summary of input received during Community Meeting Series #1 conducted as part of the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor (Corridor) Alternatives Analysis. Six community meetings were held between June 15, 2010 and June 23, 2010, each one in a different city located within the Corridor study area. The community meetings coincided with the initiation of the project and provided an opportunity to share information about the study with the public. The meetings were also an important opportunity to solicit input and feedback from residents, businesses, and other stakeholders along the Corridor that will be incorporated into the Alternatives Analysis.

This summary is arranged into four sections: Introduction and Background, Major Themes, Geographical Differences, and Appendices. The information contained in each section is described below:

1. **Introduction and Background:** This section of the summary introduces the reader to the Corridor, and the Alternatives Analysis. It also provides an overview of the meetings, including the objectives of community meetings, community outreach, and communication methods used to promote the meetings; meeting schedule and attendance; and an overview of the meeting format.
2. **Major Themes:** This section provides a summary of the input gathered from Community Meeting Series #1. The input has been synthesized to reflect the breadth and depth of the input received and incorporates reoccurring themes that were expressed by participants.
3. **Geographical Differences:** This section of the summary highlights some of the topics that were unique to each meeting.
4. **Appendices** include more detailed information used to create this summary.

PROJECT BACKGROUND

The Corridor is an unused railroad right-of-way that extends for approximately 20 miles between the City of Paramount in Los Angeles County and the City of Santa Ana in Orange County. The Corridor was once part of the Pacific Electric Railway, or Red Car, system that provided mass transit service connecting communities throughout Southern California to downtown Los Angeles. The Corridor was in use from 1901 to 1961, but is not currently used for transit purposes.



INTRODUCTION AND BACKGROUND



The Southern California Association of Governments (SCAG), in coordination with the two owners of the right-of-way—Los Angeles County Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA)—is conducting a transit Alternatives Analysis for the Corridor.

The Alternatives Analysis will examine the potential for reintroducing transit service along the Corridor that could provide additional travel options between Los Angeles and Orange counties, reduce congestion on nearby streets and freeways, and provide adjacent communities with improved access to the regional transit network. The Alternatives Analysis will examine options for connecting potential transit in the Corridor to the Metro Blue Line, Metro Green Line, and Los Angeles Union Station on the north end, and to the Santa Ana Regional Transportation Center on the south end. Though alternatives will generally follow the Corridor, potential alignment and improvement options outside the right-of-way will be studied.

The Alternatives Analysis process will follow Federal Transit Administration (FTA) guidelines and standards to provide a reasoned basis for the selection of the Recommended Alternatives. Selection will be based on technical analysis and public input received through public meetings and other outreach. Following FTA procedures also ensures that the identified transportation strategy is eligible for federal funding, if desired.

The Alternatives Analysis process includes many and ongoing opportunities for public involvement. Along with the community meetings described in this summary, two additional rounds of community meetings are scheduled to occur during key stages of the study. Community Meeting Series #2 will take place after the initial screening of alternatives is conducted and will provide an opportunity for the public to offer feedback on the initial set of alternatives. Community Meeting Series #3 will take place after a final screening of the alternatives has been conducted and will include a presentation of the recommended alternative; additional public input will be collected.

Additional public involvement opportunities are available through the project Steering Committee and the Technical Advisory Committee. Project Steering Committee membership includes elected officials from the various communities located throughout the Corridor study area, along with Los Angeles and Orange County Supervisors. The Technical Advisory Committee is composed of staff members of the cities along the Corridor who can provide insight into the technical requirements of the project (such as city managers, city engineers, and city planners). A listing of the membership of both committees can be found in Appendix A.

INTRODUCTION AND BACKGROUND

At the conclusion of the Alternatives Analysis, SCAG staff will present the Recommended Alternatives to the SCAG Regional Council, as well as to Metro and OCTA. As the owners of the right-of-way and the implementing agencies, Metro and OCTA will have the option to proceed with the project, including environmental review and preliminary engineering phases consistent with federal and state requirements.

OBJECTIVES OF THE COMMUNITY MEETINGS

Community Meeting Series #1 coincided with the initiation of the Alternatives Analysis process, and was the first of three workshop series. The purpose of Community Meeting Series #1 was to do the following:

- Inform community members about the project, including purpose, process, outcomes, timeline, and opportunities for public involvement.
- Obtain input to be used in helping to formulate the evaluation criteria and process, alternatives, and public outreach methods.
- Create a comfortable, engaging environment where all attendees have the opportunity to provide meaningful input.

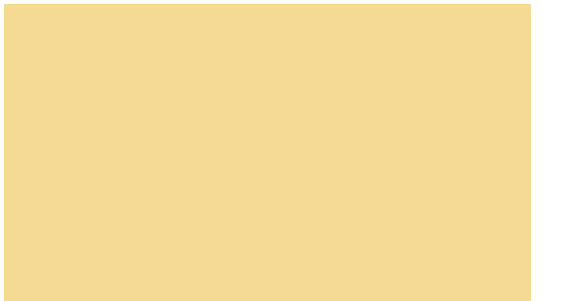
COMMUNITY OUTREACH AND COMMUNICATION

The meetings were publicized by a variety of methods to maximize awareness and participation from stakeholders. Publicity included the following:

- Approximately 37,000 flyers were hung on the doors of businesses and residents located within a 0.25-mile radius of the Corridor and northern railroad corridors connecting to Downtown Los Angeles and Union Station. Flyers were bilingual (English and Spanish), and tri-lingual in Garden Grove (English, Spanish, and Vietnamese).
- An invitation was emailed to 410 stakeholders and other interested parties who had requested notification.
- A press release was distributed to local and community newspapers, including the *Orange County Register*, *Downey Patriot*, local transit blogs, and other media outlets.
- Public service announcements were aired on Vietnamese-language radio.
- Meeting notices were posted on many of the websites of cities located along the Corridor (including Garden Grove, Huntington Park, Cerritos, La Palma, and Bellflower), and presentations were made by SCAG at local City Council and other government agency meetings (including



INTRODUCTION AND BACKGROUND



Huntington Park, Garden Grove, Gateway Cities Council of Governments, and Orangelina Development Authority Board).

- Phone calls were made and invitations were emailed to business groups, community-based organizations, environmental justice groups, and recreational/bicycle advocates, as well as City Commissioners.
- Briefings and interviews were conducted with project Steering Committee and Technical Advisory Committee members.

MEETING SCHEDULE AND ATTENDANCE

Community Meeting Series #1 consisted of six meetings located in communities along the Corridor study area. The meetings were held between June 15, 2010, and June 23, 2010, each one in a different city. The schedule of the meetings can be found in Table 1. In total, 185 people participated in the meetings. A map of the meeting locations and the addresses attendees provided at registration are found in Figure 1. As demonstrated in Figure 1, many participants attended the meeting that was within the nearest geographical proximity.

Location	Date	Attendees
Garden Grove	June 15, 2010	32
Huntington Park	June 16, 2010	18
Cypress	June 17, 2010	40
Cerritos	June 19, 2010	38
Paramount	June 22, 2010	28
Stanton	June 23, 2010	36

Table 1: Schedule of Community Meetings

MEETING FORMAT

The community meetings allowed participants an opportunity to learn about the Corridor and the study, and to provide input on potential future uses of the Corridor. The community meetings also allowed participants the opportunity to hear perspectives from other community members.

Registration and Open House

As participants signed in to the meeting, an open house was set up with 13 presentation boards. The presentation boards had information about the project, the right-of-way, and potential transit opportunities (Appendix B). Participants had an opportunity to view the presentation boards and ask questions to members of the project team.

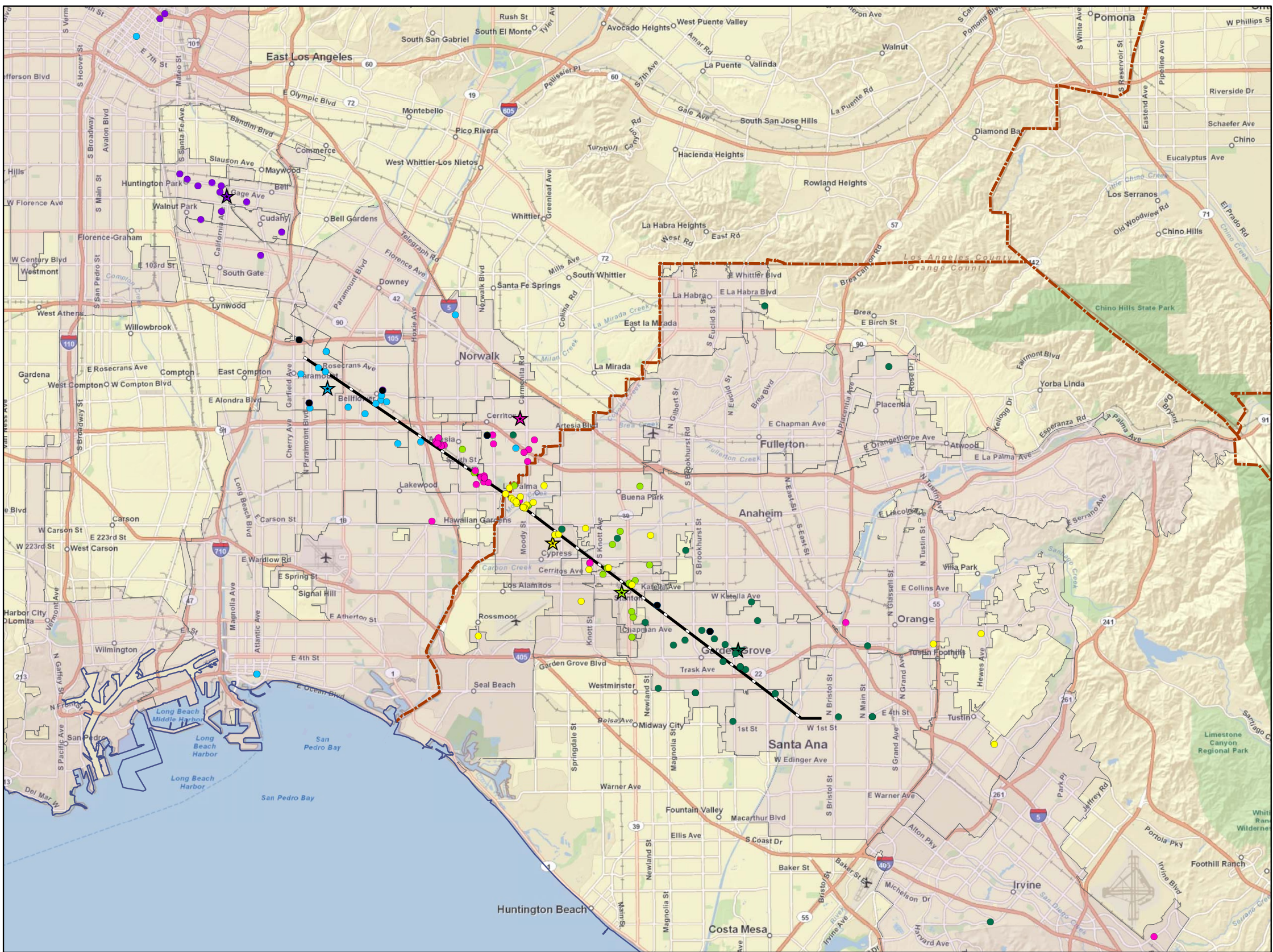


Figure I: Meeting Locations and Meeting Attendee Addresses

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INTRODUCTION AND BACKGROUND

Introduction and Project Overview

Following the open house, attendees were welcomed to the meeting and the project team was introduced. The agenda for the meeting was reviewed with attendees, along with the purpose of the meeting. An agenda that outlines the meeting format can be found as Appendix C.

Presentation on the Pacific Electric Right-of-Way / West Santa Ana Branch

The project team gave a presentation that provided an overview of the project purpose, process, outcomes, timeline, and opportunities for public involvement. Information about the Corridor itself, as well as potential transit opportunities, were included, which identified the range of possible solutions that are being considered for the Corridor (Appendix D).

Discussion Groups

At the conclusion of the presentation, participants were split into discussion groups. Each group had a facilitator(s) who led the group in a discussion and recorded notes on the flip chart. Each discussion group addressed the following questions:

- What do you think are the transportation issues and challenges in your community?
- What transportation solutions make sense to you?
- Where do you want to go? What work, shopping, education, entertainment, recreational, and other destinations would you like easier travel to?
- How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

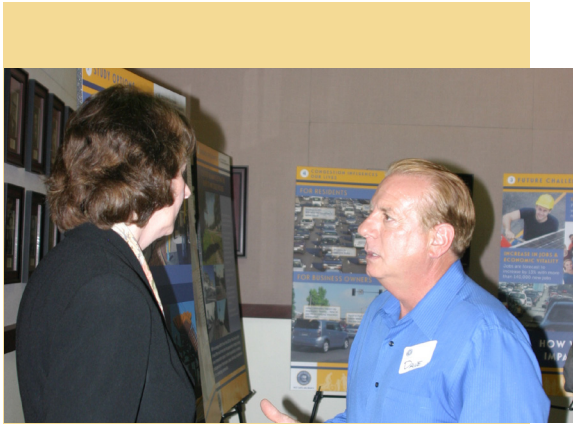
Time was closely monitored by meeting facilitators to ensure that participants had the opportunity to answer each of the questions. A transcription of the flip chart notes is provided in Appendix E.

Discussion Group Reports

A volunteer from each of the discussion groups reported back to the meeting-at-large to allow all participants to hear the important ideas from each of the discussion groups. The volunteers reported on the three most important ideas from their groups' discussions.



INTRODUCTION AND BACKGROUND



Wrap Up

At the conclusion of the meeting, the project team identified ways for the public to submit additional comments and stay informed as the project progressed. The project team also stayed to answer any remaining questions. Participants were encouraged to submit comment cards addressing the open-ended questions provided as a prompt, and to identify a preferred method of communication. The questions on the comment card aligned with the questions in the group discussion, but participants were encouraged to share any comments, concerns, or ideas related to the Corridor. For the preferred method of communication, the comment card contained one additional multiple question, which was:

- How would you like for us to communicate with you during the 20-month study process?
 - Community workshops
 - Email updates
 - Website postings
 - All of the above
 - Other (please specify)

Of the 86 comment cards returned, the preferred communication methods (in order) were:

- | | |
|-----------------------|-----------|
| • Email updates | 52 people |
| • Community workshops | 48 people |
| • Website postings | 39 people |

Many people indicated more than one communication technique. Other recommendations included: Facebook, ads in paper, city newsletters, local organizations, flyers, and postings in neighborhoods. Responses to the questions that were also presented during the group discussions have been included in Section 2 (Major Themes) of this document. Copies of the returned comment cards can be found in Appendix F.

2

MAJOR THEMES



WEST SANTA ANA BRANCH

COMMUNITY INPUT

The first step in the Pacific Electric Right-of-Way / West Santa Ana Branch Alternatives Analysis study process is the identification of Major Themes through community and stakeholder input. The Major Themes represent a synthesis of participant input on issues and challenges, solutions and opportunities, important destinations, and evaluation criteria for public transit along the Corridor. The input was gathered through the facilitated group discussions and the individual comment cards that were turned in at each community meeting (Appendix E and F). The Major Themes will be used in the Alternatives Analysis, in combination with technical analysis, to evaluate potential alternatives.

This section is organized into the following parts to correspond with the discussion questions:

- Issues and Challenges
- Solutions
- Destinations
- Evaluation Criteria



ISSUES AND CHALLENGES:

What do you think are the transportation issues and challenges in your community?

Traffic congestion and parking availability constrain car travel.



Workshop participants expressed frustration with traffic congestion on freeways and arterial streets. In addition, there were concerns that congestion could get worse in the future because many freeways and roads are already at or near capacity. Many participants anticipated that population growth will likely increase the number of cars on the road, and thought that a limited ability to expand existing freeways and roads would be an issue. Persistent congestion, especially for those with long commutes at peak hours, was also a challenge for many attendees. Participants also felt that parking was important and destinations with parking shortages, including possible future transit stations, were problematic.

Current public transit systems do not adequately serve transportation needs.



One of the strongest recurring themes in discussions was that participants felt current local public transit is inconvenient, inefficient, and inflexible. Transit schedules with infrequent service and limited hours of operation force users to fit their schedule to that of the train or bus. Participants expressed frustration that public transit suffered from slow travel speeds and frequent delays, and almost always requires transfers. In addition, participants noted that station locations are not typically their ultimate destination, that stops are too far apart, and that connections to and from stations are challenging. Coordination between multiple transit modes and different providers makes reaching a final destination more difficult and adds to the inconvenience and inefficiency of using transit.

ISSUES AND CHALLENGES:

What do you think are the transportation issues and challenges in your community?

Transit usage faces challenges.

When participants contrasted their experiences using public transportation with car travel, they identified many challenges to using public transit. Many participants expressed that the prevailing “car culture” led to a perception, real or apparent, that public transit is inferior to car travel. Safety, comfort, cleanliness, convenience, costs, and a lack of familiarity and education about public transit are all factors that were expressed when describing challenges of using public transit. Many participants believed that a well designed and properly functioning transit system would address this issue.

**Many barriers exist that encourage car usage.**

Participants who seek to travel without a car found mobility challenging. Avid bikers and casual walkers alike expressed a need for supportive infrastructure that facilitates safe, comfortable, and convenient travel in conjunction with public transit. Participants felt that work and shopping are often located too far from their home to only walk or ride a bike, and that traveling without a car necessitates the use of public transit. However, many felt that facilities needed to make the connection from foot or bike were deficient. Some bicyclists expressed that transitioning from bike to bus/rail was challenging, and that improvements that enhance safety and provide storage would make this transition easier. Many participants conveyed that they did not have options when making travel decisions, and the lack of alternatives perpetuates car usage.



SOLUTIONS:

What transportation solutions make sense to you?

Enthusiasm for providing public transit within the Corridor.



Participants were excited about the potential for public transit within the Corridor. There was recognition that the Corridor offered a unique opportunity to provide transit options to areas that are not currently well served. Participants were eager to discuss how public transit would function within the Corridor, and there were robust discussions that focused on the benefits and drawbacks of different transportation modes, although a preferred mode was not identified. One exception was that many participants were adverse to bus rapid transit and tended to prefer rail service. Many visionary and creative solutions for how public transit could be provided in the Corridor were shared. Discussion often included a long-term perspective, and participants felt that public transit should address the needs of the future and be expandable in order to meet evolving needs.

Opportunities for development and neighborhood revitalization along transit service within the Corridor.



Workshop participants were interested in the possibility that transit within the Corridor could provide a catalyst for residential and commercial development. In general, participants felt that mixed-use developments near transit stations would be attractive because of the ease of accessing public transit in the Corridor, providing connections to jobs, goods, and services. In addition, participants noted that there is a great deal of diversity among the communities along the Corridor. As a result, many believed that the unique characteristics and particular needs of each community should be considered, and stations could help establish distinct community identities.

SOLUTIONS:

What transportation solutions make sense to you?

Widespread support for trails and open space adjacent to a transit system.

Participants were supportive of creating a linear bicycle and pedestrian trail along the length of the right-of-way, and providing dedicated open space adjacent to a transit system. Some participants thought that a trail could serve as a connection between the communities along the Corridor and link into existing regional trails, providing a connection that allows bicyclists and pedestrians to better access public transit. Participants also believed that this type of pathway system would also provide additional connections between stations that would complement the public transportation system. Some participants expressed concern that a trail and open space adjacent to transit could be unsafe or unpleasant to use. While much focus was on bicycling, supporting walking along the trail was also considered important.



Consideration for opportunities other than transportation solutions.

Along with other ideas for reuse of the Corridor that were offered at each of the meetings, some participants supported leaving the Corridor as it is.



DESTINATIONS:

Where do you want to go? What work, shopping, education, entertainment, recreational, and other destinations would you like easier travel to?

Connections to existing and future transportation systems are essential.



Participants strongly communicated the need for transit along the Corridor to integrate into the existing transportation network. Many participants expressed that it is difficult to get to airports in Los Angeles, Long Beach, and Orange County by any mode of transportation. While there was a concern about transfers, participants wanted access to the other local rail lines. Local bus lines and shuttles were also believed to be an important component in reaching local destinations. Furthermore, some participants indicated that the technology of the transit system should be compatible with the existing Metro Blue Line and Green Line. Overall, participants expressed that they wanted an easy and seamless system.

Employment centers, educational institutions, medical facilities and cultural/entertainment venues provide the best opportunity for transit use.



Participants indicated that major destinations that attract many users are vital destinations. Major employment centers were mentioned frequently as important destinations. In addition, many people expressed the desire to travel to universities and colleges throughout the region. Hospitals and medical facilities were also frequently mentioned destinations, especially for older adults who may not be able to drive. Concert venues and sports stadiums were also popular, as long as transit would be able to provide service during the hours those venues operate.

DESTINATIONS:

Where do you want to go? What work, shopping, education, entertainment, recreational, and other destinations would you like easier travel to?

Stations should be located within activity centers.

Along the Corridor, stations should be co-located with existing activity centers to provide an enriching environment to support transit use. Many participants believed that important intersections would be popular locations for a station, and that new development could be created to support the potential stations. Participants felt that it was imperative that the transit system connect to downtown Los Angeles to the north and downtown Santa Ana to the south. These two existing activity centers already have transit centers, along with jobs, government facilities, and other active uses that surround them, making them good candidates for the termini.



EVALUATION CRITERIA

How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

Preserving and enhancing quality of life.



Participants expressed significant concern over potential impacts of a public transit system, including environmental, safety, economic, and lifestyle impacts. Environmental impacts related to noise, vibration, privacy, safety, security, and air quality were expressed. Participants believe that some of these impacts could be mitigated, but complete avoidance would be difficult. Some noted that not providing public transit would also be harmful to the environment, which needs to be considered in any alternative evaluations. Additionally, participants were concerned about the impact of transit at-grade crossings on safety and traffic. Participants encouraged the use of grade separations, either underground or overhead. Impacts on property also caused apprehension, with a fear that acquisition would be necessary and that property values would be negatively impacted. Preserving quality of life was especially important to those who lived adjacent to the Corridor; some of whom felt that a public transportation system in the Corridor would be a nuisance and disruptive.

Balancing the necessity for convenient access to many local destinations with the ability to quickly reach regional destinations.



Participants were aware that the more stops there are along the line, the slower the speed of travel would be. However, participants felt it was imperative that convenient access to a transit system be provided. Equally important was that public transportation needs to quickly reach key regional destinations for it to be useful.

EVALUATION CRITERIA

How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

Creating a sustainable system of choice.

Participants want a public transit system that is financially feasible and that minimized financial impacts on taxpayers. Some participants encouraged the exploration of private financing. Overall, there was a concern with the cost to construct the system, and a belief that operation and maintenance costs are critical. Although many participants believed that the system should “pay for itself,” there was recognition that alternatives, such as freeway expansion, are also costly. In addition, participants said that the cost to ride was an important factor, and that the system should be affordable, especially for older adults and students. Moreover, participants believed that for public transit to be successful, people need to make the choice to use the system instead of driving, and that this would require a clean, comfortable, and easy-to-use system.



GEOGRAPHIC CONSIDERATIONS



WEST SANTA ANA BRANCH

LOCAL VARIATIONS

Although there was considerable overlap of the input received at all the meetings, some variations in the ideas shared in each of the meetings occurred. The information provided in this section identifies some of the local variation in the discussions.

Huntington Park

The participants at this meeting were enthusiastic about the introduction of a new transit Corridor within their community. Some attendees expressed frustration that their community has historically been left out of other regional transportation systems, including major freeways and other rail-based transit (although there is local bus service). Without a freeway with exits in the community or rail service, the community loses opportunities for increased sales and property tax generation that transportation systems provide in other areas. Attendees saw this transit line as an opportunity to increase its economic base.

Paramount

Community members at this meeting recognized an opportunity for creating new development to support the reintroduction of a transit system along the Corridor. Attendees expressed that remnants of the old Red Car system still exist within the nearby communities (such as Bellflower), and that revitalization of the Corridor could lead to community revitalization. Participants indicated that any new transit system should also incorporate other modes such as bicycling and walking.

Cerritos

Although many participants at this meeting live along the Corridor, some participants recognized a need for new public transit services to address existing and future circulation challenges. Community members were also concerned over the impact of the reintroduction of public transit along the Corridor, but some were optimistic about new technologies that could lessen potential impacts.

Cypress

Many of the participants at this meeting live directly adjacent to the Corridor, and had considerable concerns over the impacts that the reintroduction of public transportation could create within their community. The potential for property acquisition and diminished property values were of great concern to attendees. In addition, some attendees questioned the need for a new transit line within the community.



GEOGRAPHIC CONSIDERATIONS



Garden Grove

Many participants at this meeting identified that the Corridor would be a good candidate for a regional transit solution that operates at a higher speed. Although a particular technology was not identified as a preferred option, there was some discussion of the pros and cons of different technologies. Attendees frequently expressed the need for good local service around regional transit stations.

Stanton

Members of this community identified difficulty traveling within the community due to high levels of congestion on local roads. As such, participants were seeking a balanced system that could serve both regional and local travel needs, and that is efficient and easy to use. Attendees at this meeting stressed the need for a flexible system that could adapt to future needs and challenges.



4

APPENDICES



WEST SANTA ANA BRANCH

APPENDIX A:

STEERING COMMITTEE MEMBERS AND TECHNICAL ADVISORY COMMITTEE MEMBERS



**PACIFIC ELECTRIC RIGHT-OF-WAY / WEST SANTA ANA BRANCH CORRIDOR
ALTERNATIVES ANALYSIS
STEERING COMMITTEE ROSTER**

WEST SANTA ANA BRANCH

City/Agency	Steering Committee Member
Co-Chairs	
Los Angeles County Metropolitan Transportation Authority	Hon. Diane DuBois, Director Alternate – Karen Heit, Transportation Deputy
Orange County Transportation Authority & City of Buena Park	Hon. Arthur Brown, Director & Mayor
City of Anaheim	Danny Wu, Principal Transportation Planner
City of Artesia	Hon. Tony Lima, Mayor
City of Bell	Hon. Oscar Hernandez, Mayor
City of Bellflower	Hon. Scott Larsen, Mayor Pro Tem Alternate – Hon. Raymond Dunton, Mayor
City of Cerritos	Hon. Bruce Barrows, Councilmember
City of Cudahy	Hon. Frank Gurulé, Mayor
City of Cypress	Hon. Phil Luebben, Councilmember Alternate – Hon. Todd Seymore, Councilmember
City of Downey	Shannon DeLong, Special Projects Coordinator
City of Garden Grove	Hon. William J. Dalton, Mayor
City of Huntington Park	Hon. Elba Guerrero, Councilmember
City of La Palma	Hon. Ralph Rodriguez, Mayor Pro Tem
City of Lakewood	Hon. Joe Esquivel, Mayor (invited)
City of Los Angeles	Hon. Antonio Villaraigosa, Mayor (invited) Hon. Jan Perry, Councilmember (invited) Hon. Jose Huizar, Councilmember (invited) Hon. Janice Hahn, Councilmember (invited)
City of Lynwood	G. Daniel Ojeda, Director of Public Works/City Engineer
City of Maywood	Hon. Ana Rosa Rizo, Mayor
City of Paramount	Christopher Cash, Director of Public Works



WEST SANTA ANA BRANCH

**PACIFIC ELECTRIC RIGHT-OF-WAY / WEST SANTA ANA BRANCH CORRIDOR
ALTERNATIVES ANALYSIS
STEERING COMMITTEE ROSTER**

City/Agency	Steering Committee Member
City of Santa Ana	Hon. Michele Martinez, Councilmember Alternate – Raul Godinez, Public Works Director
City of South Gate	Hon. Maria Davila, Vice Mayor Alternate - Ronald Bates, City Manager
City of Stanton	Hon. Carol Warren, Councilmember
City of Vernon	Hon. Michael McCormick, Mayor Pro Tem
County of Los Angeles, First District	Edgar Cisneros, Southeast Deputy
County of Los Angeles, Fourth District	Julie Moore, Planning Deputy
County of Orange, First District	Hon. Janet Nguyen, Supervisor Alternate – Matthew Harper, Deputy Chief of Staff
County of Orange, Fourth District	Phil Tsunoda, Chief of Staff Alternate – Nate R. Mitchell, Executive Aide
Gateway Cities Council of Governments	Hon. Gil Hurtado, First Vice President
Orange County Council of Governments	Hon. Mark Waldman, Vice Chair, OCSD
California Department of Transportation	James McCarthy, Deputy District Director, District 7



**PACIFIC ELECTRIC RIGHT-OF-WAY / WEST SANTA ANA BRANCH CORRIDOR
ALTERNATIVES ANALYSIS
TECHNICAL ADVISORY COMMITTEE ROSTER**

WEST SANTA ANA BRANCH

City/Agency	Technical Advisory Committee Member
City of Anaheim	Danny Wu, Principal Transportation Planner
City of Artesia	Maria Dadian, City Manager
City of Bell	Luis Ramirez, Director of Public Works
City of Bellflower	Deborah Chankin, Director of Public Works
City of Buena Park	James Biery, Director of Public Works
City of Cerritos	Hal Arbogast, Director of Public Works
City of Cudahy	George Perez, City Manager Carlos Alvarado, Engineer
City of Cypress	Kamran Dadbeh, Assistant City Engineer
City of Downey	Jessica Flores, Assistant Planner
City of Garden Grove	Keith Jones, Director of Public Works
City of Huntington Park	Patrick Fu, Director of Public Works
City of La Palma	Jeff Moneda, Director of Public Works/City Engineer
Cities of Lakewood and Maywood	Bill Pagett, City Engineer
City of Los Angeles	Susan Bok, Senior Transportation Planner Jimmy Ewenike, Transportation Planner
City of Lynwood	G. Daniel Ojeda, Director of Public Works/City Engineer
City of Norwalk	Gary Dicorpo, Director of Public Services
City of Paramount	Christopher Cash, Director of Public Works
City of Santa Ana	Raul Godinez, Director of Public Works
City of South Gate	Ronald Bates, City Manager Alvarado Betancourt, Community Development Manager
City of Stanton	Nick Guilliams, Director of Public Works/City Engineer
City of Vernon	Kevin Wilson, Director of Community Services & Water
County of Los Angeles	Shari Afshari, Assistant Deputy Director



WEST SANTA ANA BRANCH

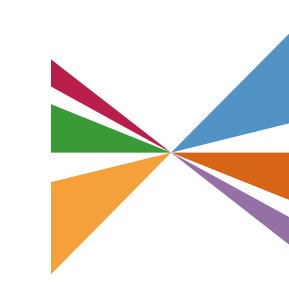
**PACIFIC ELECTRIC RIGHT-OF-WAY / WEST SANTA ANA BRANCH CORRIDOR
ALTERNATIVES ANALYSIS
TECHNICAL ADVISORY COMMITTEE ROSTER**

City/Agency	Technical Advisory Committee Member
County of Orange	Ignacio Ochoa, Public Works/Sr. Regional Planner
Gateway Cities Council of Governments	Karen Heit, Transportation Deputy Jerry Wood, Director of Transportation & Engineering
Orange County Council of Governments	Dave Simpson, Deputy Executive Director
Los Angeles County Metropolitan Transportation Authority	Ernesto Chaves, Transportation Planning Manager
Orange County Transportation Authority	Wendy Garcia, Transportation Analyst
Los Angeles County Sheriff's Department	Sheriff Leroy Baca
Orange County Sheriff's Department	Sheriff Sandra Hutchens
Los Angeles County Fire Department	P. Michael Freeman, Fire Chief
Orange County Fire Department	Keith Richter, Fire Chief
Southern California Regional Rail Authority	Steve Lantz, Director of Communications & Development
Orangeline Development Authority	Michael Kodama, Executive Director
California Department of Transportation	Linda Taira, Caltrans District 7 Linda Wright, Caltrans District 7 Maureen El Harake, Caltrans District 12
California Public Utilities Commission	Jose Pereyra, Utilities Engineer Howard Huie, Utilities Engineer
California High Speed Rail Authority	Bruce Armistead, Regional Manager, LA to Anaheim
Federal Transit Administration	Ray Tellis, Team Leader
U.S. Army Corps of Engineers	Phil Serpa, Operations Branch Greg Peacock, Hydraulic Engineer
Long Beach Transit	Shirley Hsaio, Service Development Manager
Norwalk Transit	Jim Parker, Director of Transportation
Union Pacific	Lupe Valdez, Director of Public Affairs

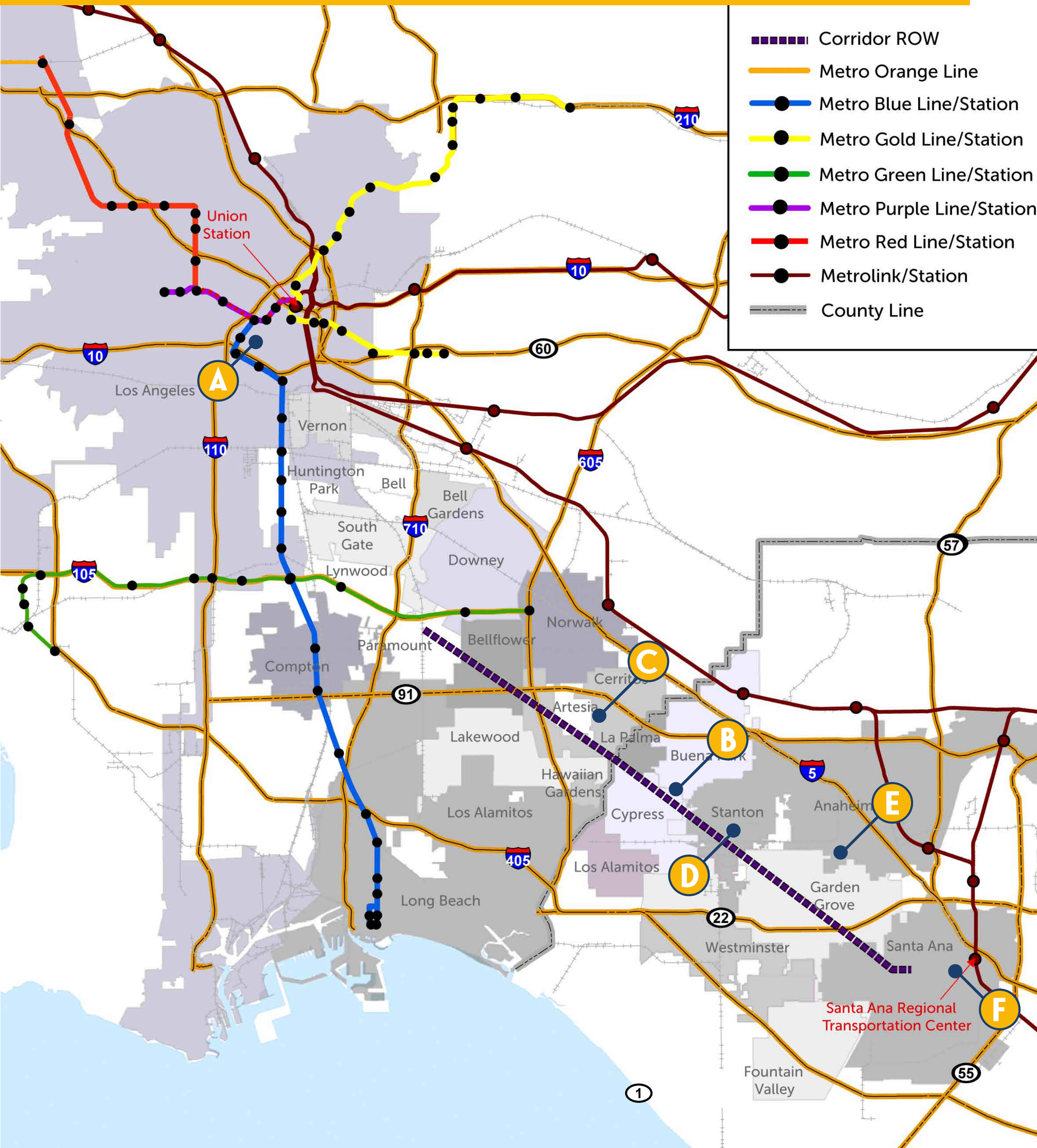
APPENDIX B:

PRESENTATION BOARDS

1 THE CORRIDOR TODAY



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS



A DOWNTOWN L.A.



B CYPRESS COLLEGE



C CERRITOS CENTER FOR THE PERFORMING ARTS



D STANTON FARMERS' MARKET



E RESIDENTIAL



F MAIN STREET, SANTA ANA



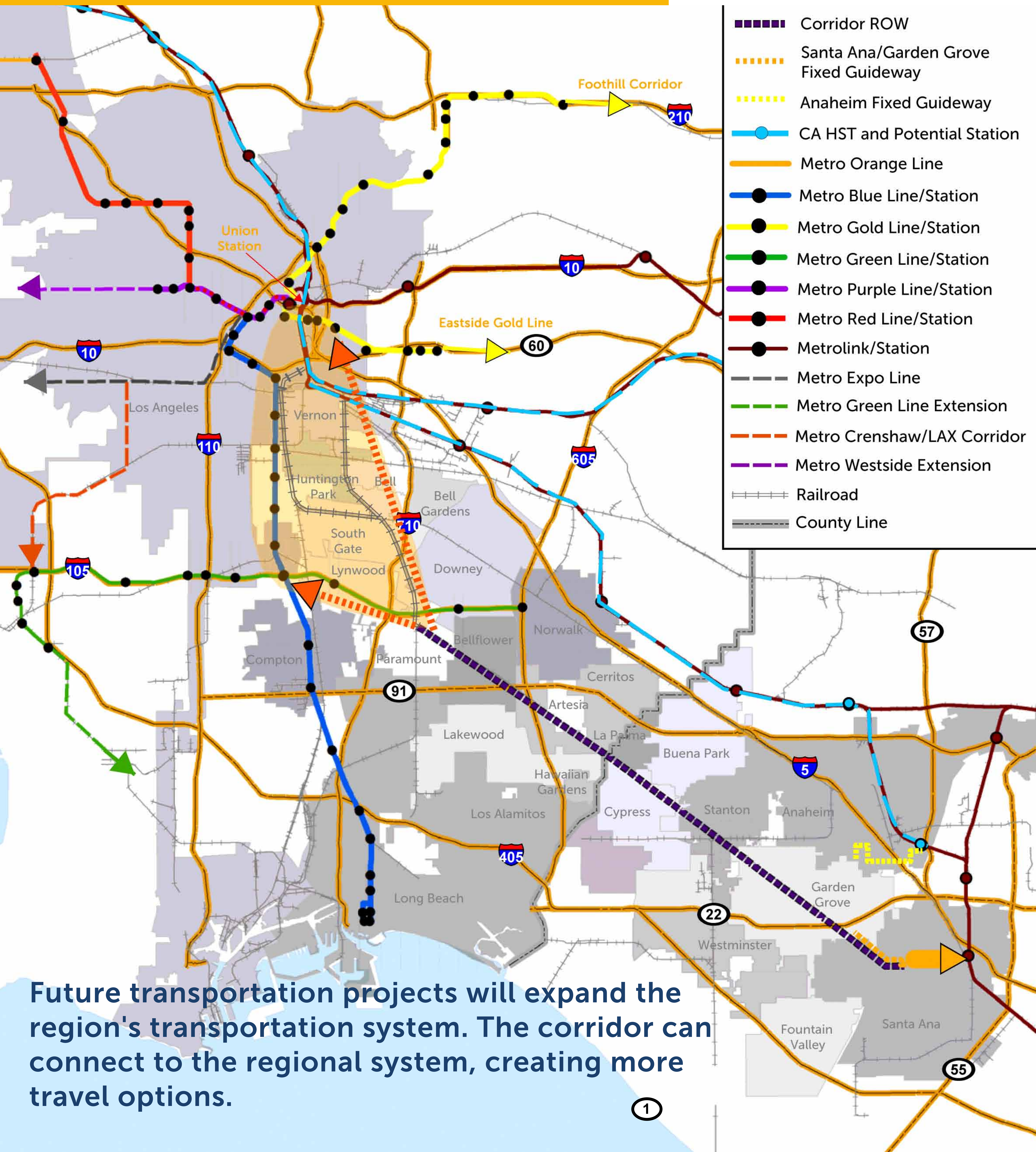
- 20 miles long and varies in width from 90 to 195 feet
- Serves civic centers, schools, parks, shopping, entertainment and visitor destinations
- Home to 2.3 million people and 1.1 million jobs
- More than 90% travel to work by car
- Majority of freeways and major streets operating at or beyond capacity in peak periods
- Limited connections to the regional transportation system

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





Future transportation projects will expand the region's transportation system. The corridor can connect to the regional system, creating more travel options.

1

COMMUNITY OUTREACH





INCREASE IN JOBS & ECONOMIC VITALITY

Jobs are forecast to increase by 13% with more than 140,000 new jobs

INCREASE IN POPULATION

Population forecast to increase by 13% with more than 304,000 anticipated new residents



MORE TRAFFIC...

1.2 million more daily trips produced in the Corridor and 1.5 million new trips attracted to the Corridor, increasing congestion and travel times on our freeways and streets.

HOW WILL THIS IMPACT YOU?

COMMUNITY OUTREACH

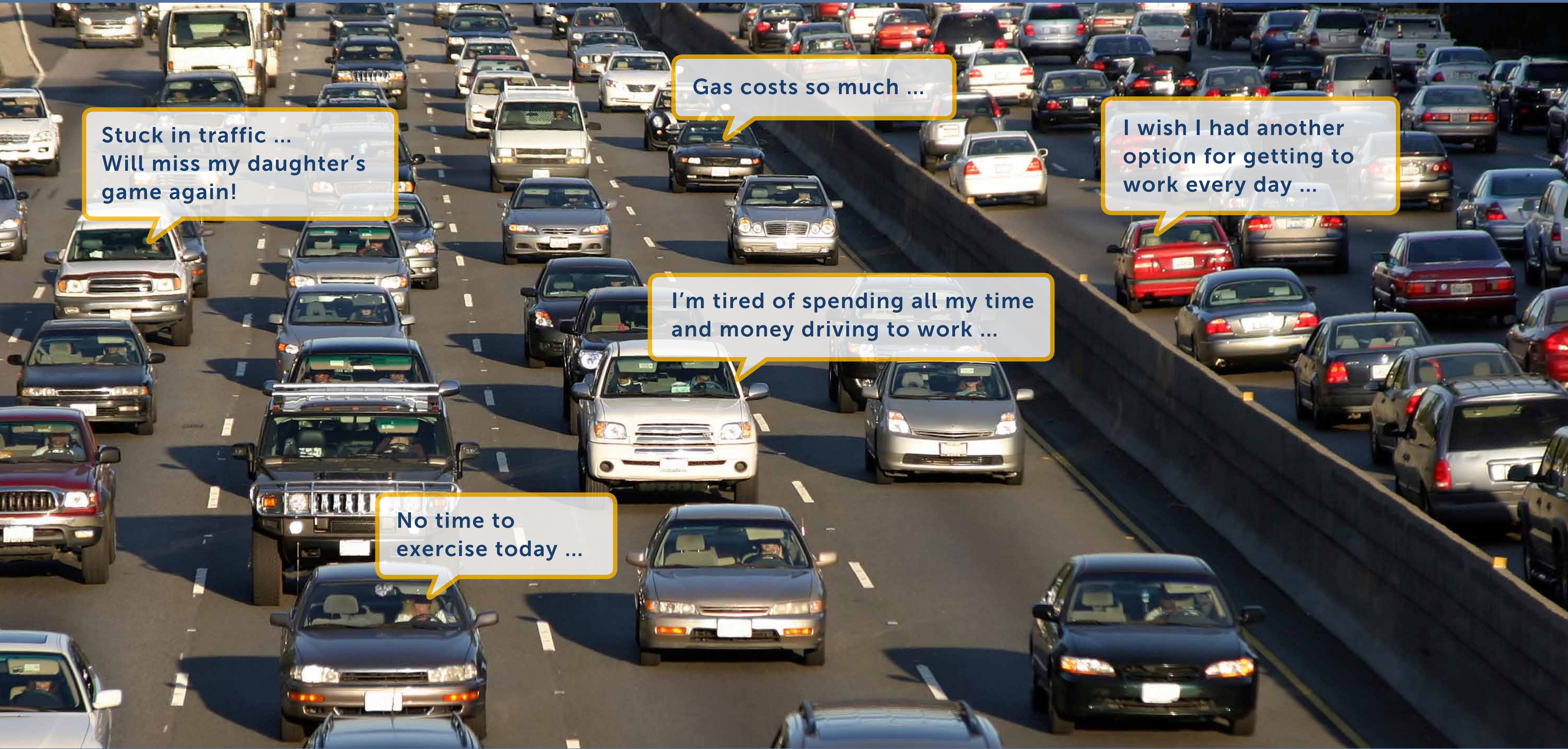


WEST SANTA ANA BRANCH





FOR RESIDENTS



FOR BUSINESS OWNERS



COMMUNITY OUTREACH



CONSIDER THE MANY USES THAT THIS RIGHT-OF-WAY COULD PROVIDE:



- More local and regional connections for residents, employees, and visitors
- Sites for city-based plans providing residential, retail or job space to accommodate future growth within station areas without significantly increasing traffic
- Much-needed community park and open space resources
- A linear pedestrian and bicycle system linking Corridor recreational resources
- Related parking and circulation improvements



With an average width of more than 100 feet, the Corridor right-of-way offers much more than the opportunity of simply creating a new transportation system. It offers the possibility of creating a landscaped spine of open spaces, plazas, bike trails, and pedestrian paths connecting communities.

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





NO BUILD ALTERNATIVE

Represents the Study Area in 2035, if no Corridor transportation improvements are approved and built

Includes committed highway and transit projects identified in:

- SCAG 2008 Regional Transportation Plan (RTP)
- LACMTA 2009 Long Range Transportation Plan (LRTP)
- OCTA 2006 Long Range Transportation Plan (LRTP)

Represents the baseline against which the other alternatives will be evaluated

Both Counties Los Angeles County Project Orange County Project

HIGH-SPEED RAIL

Los Angeles/Anaheim Corridor

TRANSIT PROJECTS

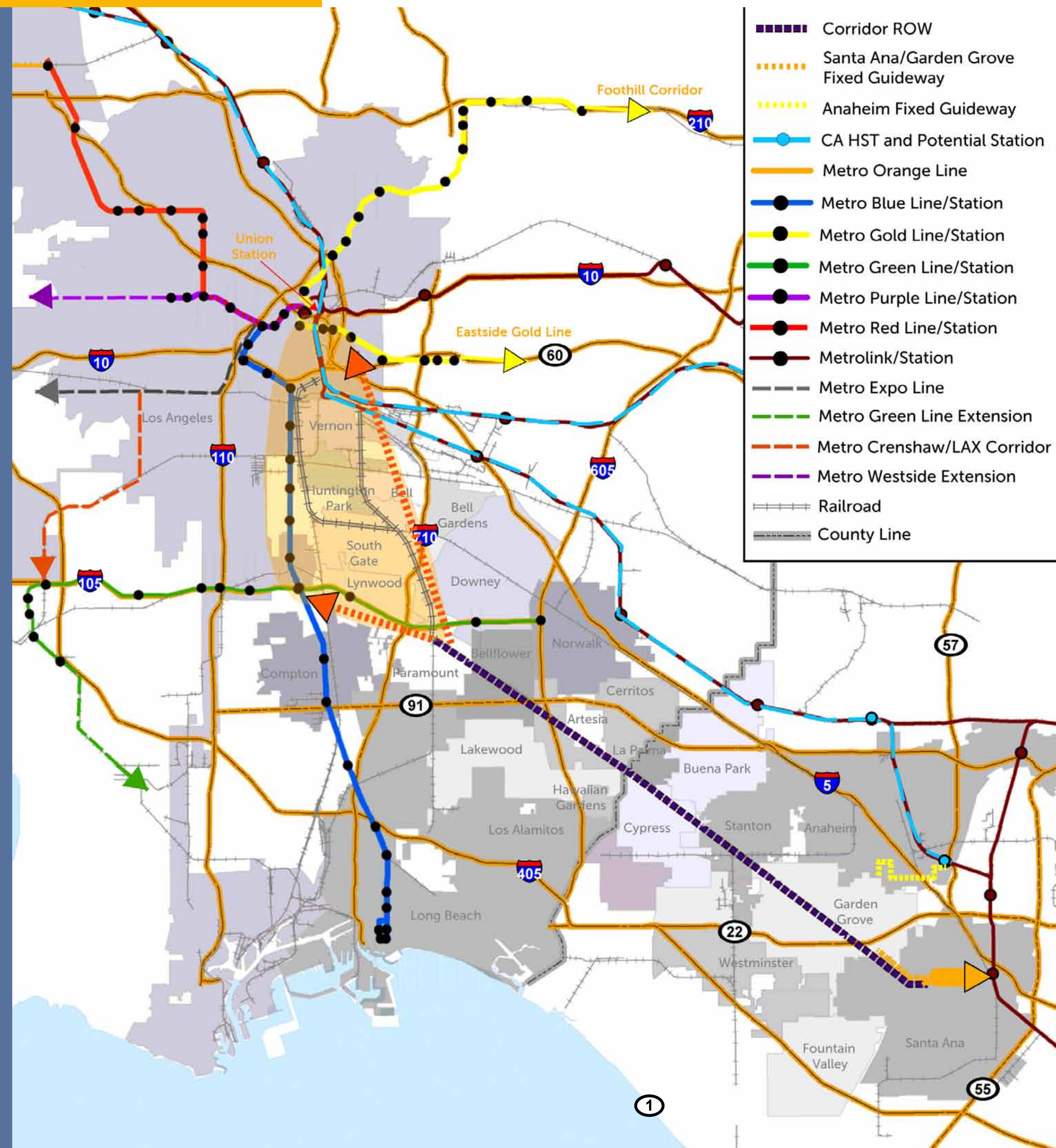
Exposition LRT Phases I and II
Crenshaw/LAX LRT Transit Corridor
Metro Green Line LRT Extension to LAX
Metro Green Line Extension to Torrance
Regional Connector
Wilshire Subway Extension to Century City
Anaheim Fixed Guideway Project
Santa Ana/Garden Grove Fixed Guideway Project
Metrolink – High Frequency Service
Metrolink Station Improvements
Regional Gateways

HIGHWAY PROJECTS

I-5 Mixed Flow and Carpool Lanes (I-605 to OC line)
I-5 Carmenita Road Interchange Improvement
I-710 South and/or Early Action Projects
I-605 "Hot Spots" Interchange Projects
I-5 Improvements (SR-55 to SR-57)
I-605 Key Intersection and Arterial Connections
Countywide Signal Synchronization Network Plan

GOODS MOVEMENT

BNSF Grade Separations in Gateway Cities

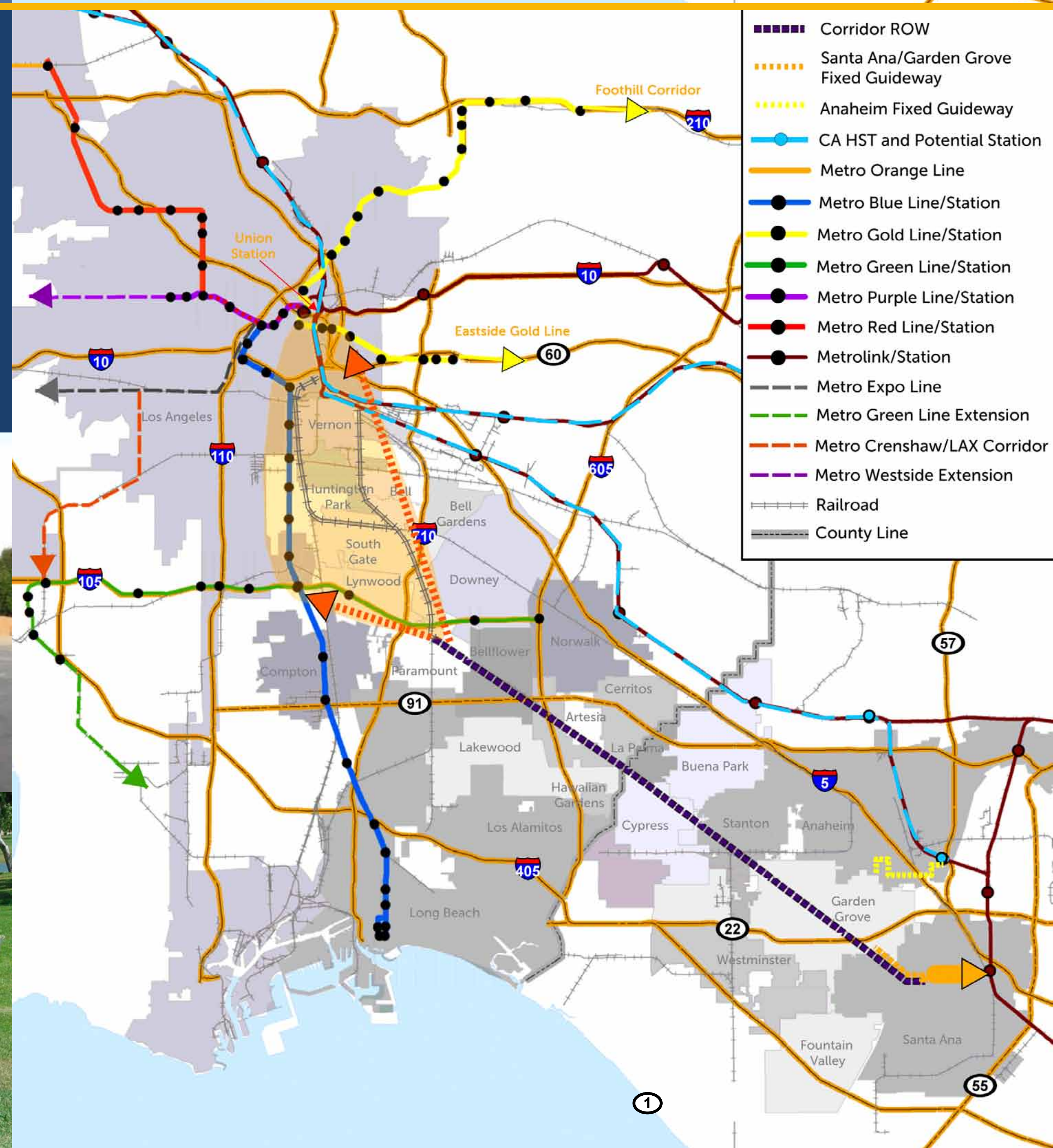


TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ALTERNATIVE

Includes all of the No Build improvements

Includes additional low cost improvements that maximize the use of the existing transportation network, such as:

- Bus service improvements
- Intersection improvements
- Signal synchronization
- Non-motorized improvements



COMMUNITY OUTREACH



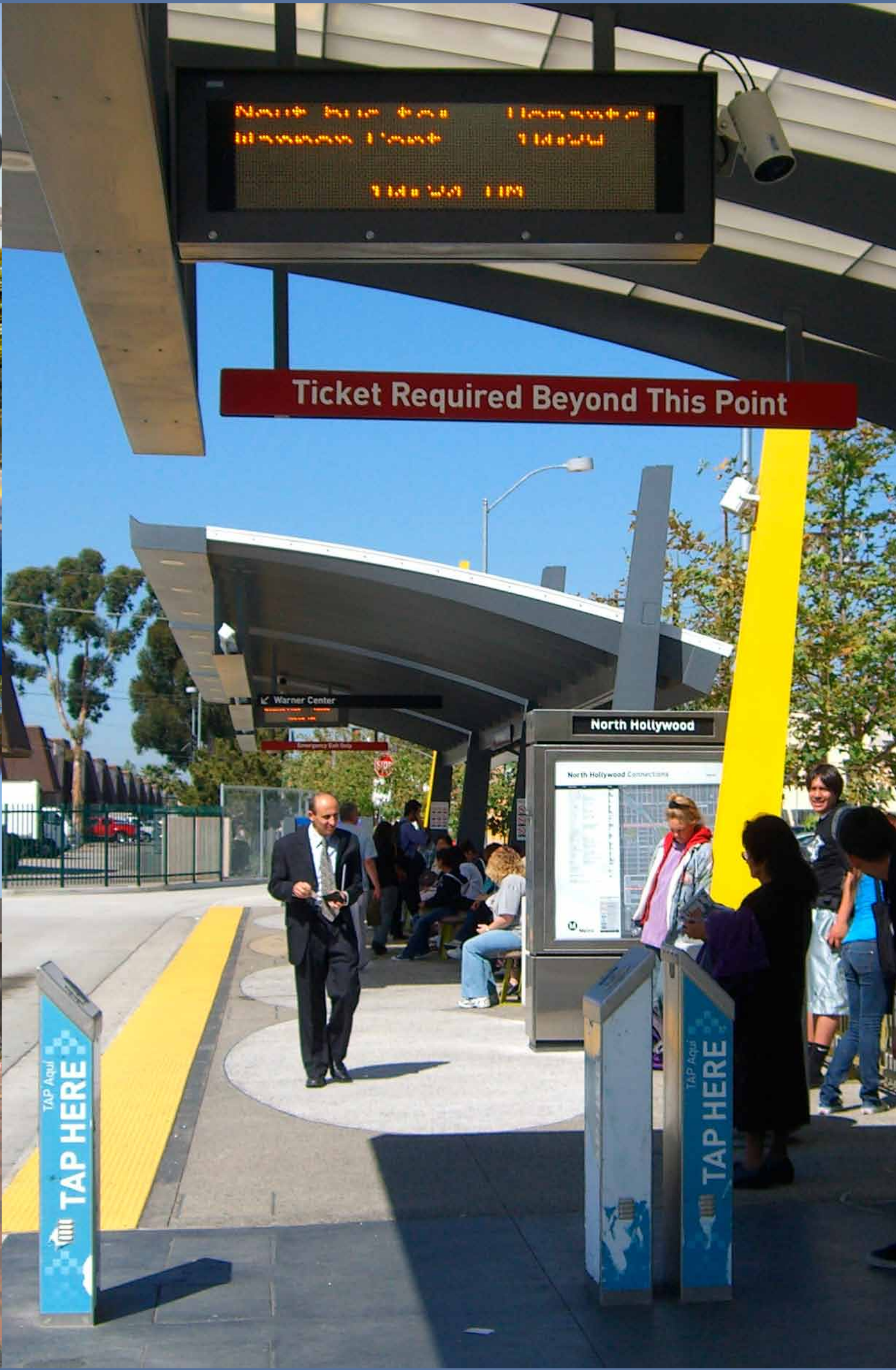
WEST SANTA ANA BRANCH





BRT – BUS RAPID TRANSIT

Speed: 22 mph average, 35 mph max.
 Distance Between Stops: 1.0 miles
 Possible # of Corridor Stations/Stops: 32
 Capacity: 57 seated, 108 peak
 Frequency (Peak Hours): 4-5 mins.
 Frequency (Mid-day): 10 minutes
 Construction Cost Per Linear Mile: \$28-30 million at-grade
 Power Source: CNG motor



LRT – LIGHT RAIL TRANSIT

Speed: 22-35 mph average, 55 mph max.
 Distance Between Stops: 1.0-1.5 miles
 Possible # of Corridor Stations: 20-32
 Capacity: 228 seated, 432 peak
 Frequency (Peak Hours): 7-8 mins.
 Frequency (Mid-day): 12 minutes
 Construction Cost Per Linear Mile: \$80 million at-grade, \$330 million subway
 Power Source: Electric catenary



COMMUNITY OUTREACH



**MULTIPLE UNIT**

Speed: 22 mph average, 55 mph max.
 Distance Between Stops: 1.5-3.0 miles
 Possible # of Corridor Stations/Stops: 11-32
 Capacity: 136 seated, 258 peak
 Frequency (Peak Hours): 20-30 mins.
 Frequency (Mid-day): 30-60 minutes
 Construction Cost Per Linear Mile: \$22-25 million at-grade, \$330 million subway
 Power Source: Clean diesel motor or electric catenary



San Diego Sprinter

**COMMUTER RAIL**

Speed: 42 mph average, 70 mph max.
 Distance Between Stops: 6.0-7.0 miles
 Possible # of Corridor Stations/Stops: 4-5
 Capacity: 500 seated
 Frequency (Peak Hours): 20-30 mins.
 Frequency (Mid-day): 60-90 minutes
 Construction Cost Per Linear Mile: \$4-8 million at-grade
 Power Source: Clean diesel motor



Metrolink



Chatsworth Mixed-Use Development



COMMUNITY OUTREACH



WEST SANTA ANA BRANCH



**STREETCAR**

Speed: 8.5 mph average, 45 mph max.

Distance Between Stops: 0.2-0.5 miles

Possible # of Corridor Stations/Stops: 64-160

Capacity: 30 seated, 157 peak

Frequency (Peak Hours): 13 minutes

Frequency (Mid-day): 20-40 minutes

Construction Cost Per Linear Mile: \$38 million at-grade, \$330 million subway

Power Source: Electric catenary

**Portland Streetcar****HIGH SPEED RAIL**

Includes maglev, steel-wheel, diesel locomotive, multiple unit service

Speed: 90-95 mph average, 110-270 mph max.

Distance Between Stops: 10.0-20.0 miles

Possible # of Corridor Stations: 2-3

Capacity: 400 seated

Frequency (Peak Hours): 15-20 minutes

Frequency (Mid-day): 30-60 minutes

Construction Cost Per Linear Mile: maglev \$140 million; steel-wheel \$110 million, both \$330 million subway

Power Source: Electric motor

**Taiwan High Speed Rail****AMTRAK Acela****The Javelin, England****Shanghai Maglev****COMMUNITY OUTREACH**

WEST SANTA ANA BRANCH



WHAT?



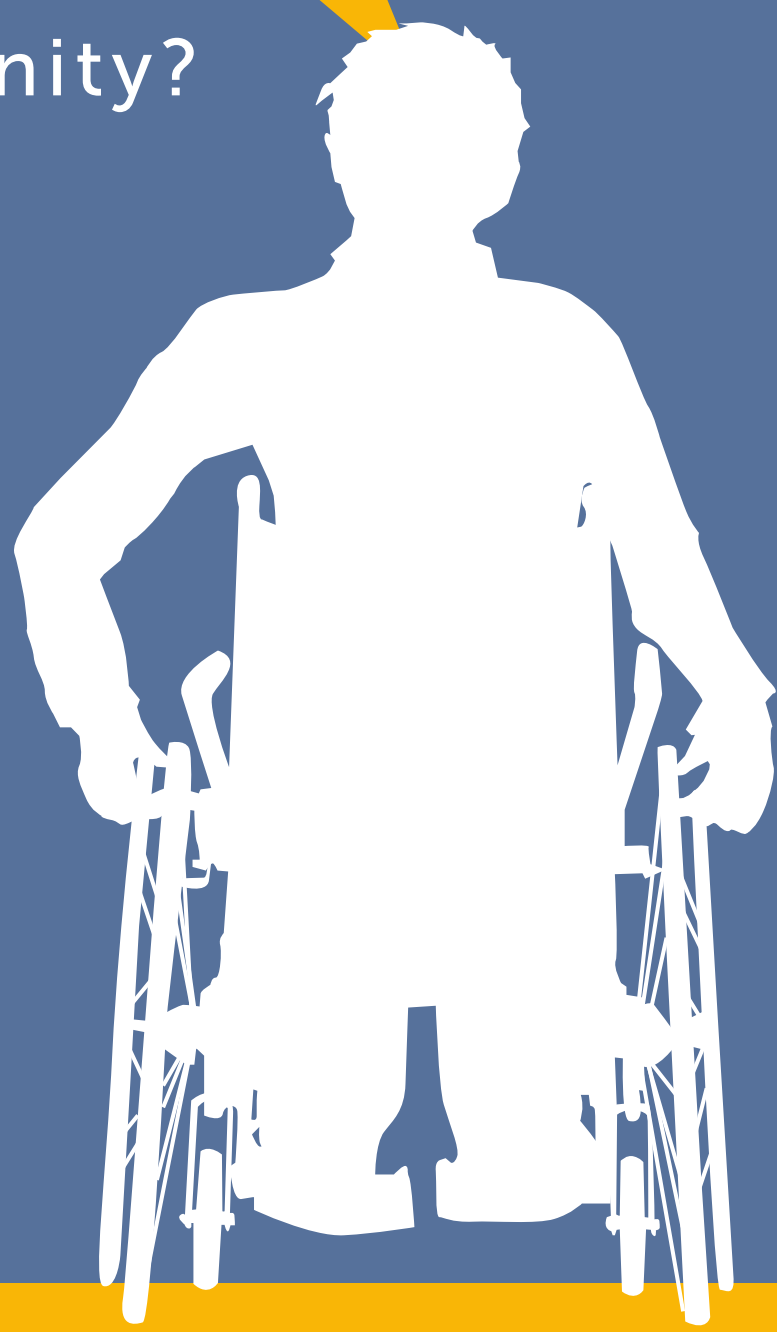
What transportation options are appropriate?



HOW?



How should the transportation improvement fit in your community?



MAKING THE
DECISION

- Access?
- Design?
- Cost?
- Air Quality?
- Noise?
- Speed?

How should the transportation options be evaluated?



KEEPING YOU
INFORMED

How should we communicate with you during the 22-month study process?

- Community Meetings
- Email updates
- Website postings

What else?



COMMUNITY OUTREACH



WEST SANTA ANA BRANCH

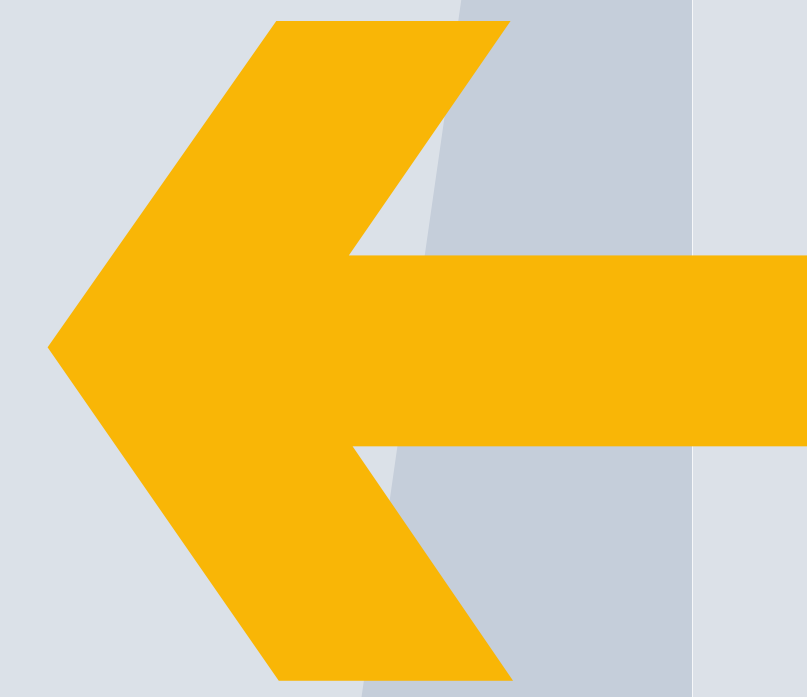
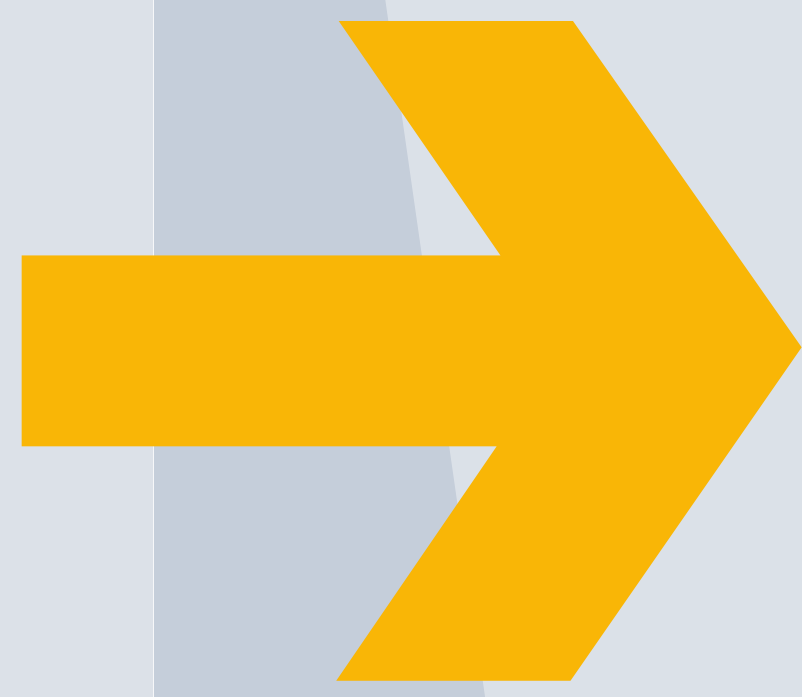




TECHNICAL ANALYSIS & EVALUATION

ALL POSSIBLE ALTERNATIVES

June 2010



PUBLIC INPUT

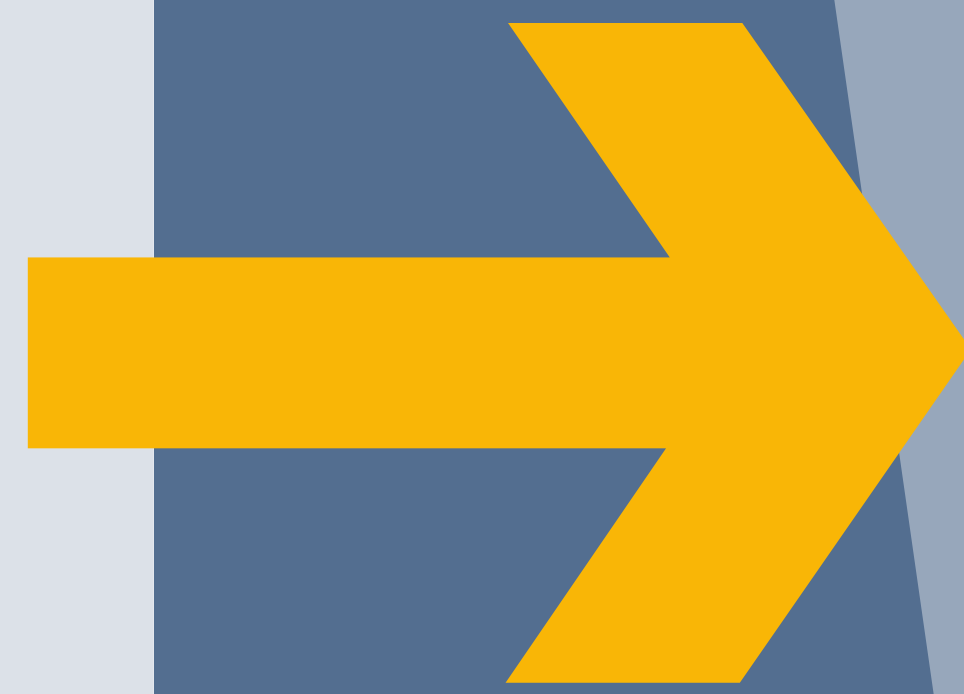
4-6 INITIAL ALTERNATIVES

July 2010



2-4 FINAL ALTERNATIVES

November 2010



PREFERRED ALTERNATIVE

November 2011



COMMUNITY OUTREACH



WEST SANTA ANA BRANCH



1

Preliminary Analysis
February–April 2010

PHASE 1
ENVISIONING
OUR FUTURE

2

Project Initiation /Scoping
May–June 2010



PUBLIC
MEETINGS

WE ARE HERE

3

Initial Alternatives Screening
July–December 2010



PUBLIC
MEETINGS

4

Final Screening
January–September 2011

PHASE 2
EXPLORING THE
POSSIBILITIES

5

**Draft Alternatives Analysis
Report**
October 2011



PUBLIC
MEETINGS

6

**Final Alternatives Analysis
Report With Recommendations**
November–December 2011

PHASE 3
REALIZING OUR
PREFERRED
FUTURE

Next Steps
SCAG/LACMTA/OCTA Actions

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH



Regional connectivity to and from the Corridor?



Recreational access to the Corridor's many resources?



More options – travel, housing, jobs and fun?

Community fit?

Local connectivity for the Corridor's communities?

BUILDING OUR FUTURE THROUGH OUR CHOICES TODAY.

What is important to you?

Creation of jobs?



Community benefits and impacts?

Improving our environment?

Creating community amenities?



Cost to build? Cost to ride?



Serving a growing senior population?

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH



APPENDIX C:

MEETING AGENDA



Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis Public Workshop

WEST SANTA ANA BRANCH

AGENDA

- I. Registration / Open House
- II. Welcome and Introduction
Philip Law, SCAG
- III. Workshop Overview
Nancy Graham, AECOM
- IV. Presentation of the Pacific Electric Corridor, West Santa Ana Branch
Nancy Michali, AECOM
- V. Small Group Discussion
Workshop Facilitators
- VI. Reporting Back on Small Group Discussion
Group Volunteers
- VII. Wrap Up / Raffle
Nancy Graham, AECOM



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APPENDIX D:

POWER POINT PRESENTATION



WEST SANTA ANA BRANCH

Community Meetings

Project Initiation

June 2010

www.pacificelectriccorridor.com



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS
www.scag.ca.gov

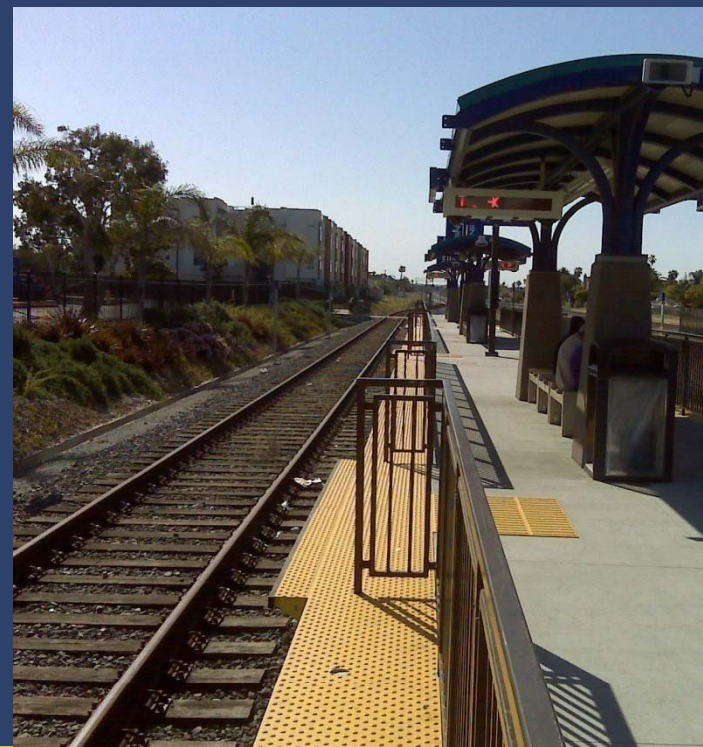


WEST SANTA ANA BRANCH

Meeting Purpose

Why are we here today?

- Inform you about the study purpose, process, schedule, and opportunities for involvement
- Hear your thoughts and ideas about:
 - Transportation issues
 - Travel needs
 - Possible solutions
 - Comparing the possible solutions
 - Best ways to communicate with you





WEST SANTA ANA BRANCH

Public Participation Program





WEST SANTA ANA BRANCH

Study Context

Abandoned since 1961, reuse of this resource from the past offers many opportunities for the future:

- Provide local and regional transportation connections to and from Corridor cities
- Make the Corridor a community amenity with landscaping, a pedestrian/ bikeway system, and development opportunities





WEST SANTA ANA BRANCH

Why this Study?

“If we can come up with a regional solution to relieve traffic congestion, meet the travel demands of residents, and serve as a catalyst for economic development for cities spanning from Santa Ana to Union Station in LA, we will have met our charge and more.” Mayor Art Brown of Buena Park

“We want to encourage the community to look at this resource with new eyes and realize that the possibilities are significant-- access to more jobs, along with recreational, educational, and economic development opportunities when cities need it most!” Councilmember Diane DuBois of Lakewood





WEST SANTA ANA BRANCH

Study Overview

- **Project Background**

- Reuse study efforts since 1996
- Measure R funds for project
- 2008 Regional Transportation Plan
- Cooperative effort – SCAG, LACMTA , OCTA

- **Purpose**

- Identify a “locally preferred” transportation strategy or strategies for reuse of the Corridor





WEST SANTA ANA BRANCH

Study Area

ROW Key Points

- 20 miles long and varies in width from 90 to 195 feet
- Serves 23 cities, 2 counties
- Adjacent to a wide variety of land uses





WEST SANTA ANA BRANCH

Corridor Challenges

Many current and future (2035) challenges –

- Today: home to 2.3 million people and 1.1 million jobs

Future: 13% more people and jobs

- Today: freeways and major streets at or beyond capacity in peak periods

Future: 1.2 -1.5 million more daily Corridor trips

- Today: More than 90% of Corridor travel is by car

Future: No new travel options





WEST SANTA ANA BRANCH

Future Opportunities

**Reuse of the Corridor right of way
could provide...**





New local and regional connections



Much-needed park and open space

Pedestrian and bicycle system



Station area sites to accommodate new housing, shops, and jobs





WEST SANTA ANA BRANCH

Study Overview

- **Following Federal planning process**
 - National planning process – results in “level playing field”
 - Allows project to qualify for federal funds, if desired
- **Effort and results based on:**
 - Technical analysis
 - Public participation and input





WEST SANTA ANA BRANCH

Study Technical Steps and Schedule

Consists of the following efforts:

1. Project Initiation/Scoping

Identify all possible alternatives

May-July 2010



2. Initial Viability Assessment

Identify Initial Set of Alternatives

July 2010

3. Initial Alternatives Screening

Identify Final Set of Alternatives

August-December 2010

4. Final Alternatives Screening

January-October 2011

5. Recommended Alternative

November-December 2011

6. SCAG/LACMTA/OCTA Actions

Early 2012



WEST SANTA ANA BRANCH

Public Participation

- **Steering Committee**
 - Elected Officials
 - Represent their cities and guide the process
- **Technical Advisory Committee (TAC)**
 - City staff
 - Advise the project team
- **Community Participation**
 - Public and stakeholders
 - Provide input throughout the study





WEST SANTA ANA BRANCH

Transportation Challenges

What do you think are the transportation issues and challenges in your community?



- Too much traffic?
- Congested freeways and streets?
- Not enough travel options?
- What else?





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Possible Solutions

What transportation solutions make sense to you?

- Complete the projects that are already funded
- Use the transportation system we have more efficiently
- Provide a new transportation solution





WEST SANTA ANA BRANCH

Bus Rapid Transit



BRT – BUS RAPID TRANSIT

Speed: 22 mph average, 35 mph max.

Distance Between Stops: 1.0 miles

Possible # of Corridor Stations/Stops: 32

Capacity: 57 seated, 108 peak

Frequency (Peak Hours): 4-5 mins.

Frequency (Mid-day): 10 minutes

Construction Cost Per Linear Mile: \$28-30 million at-grade

Power Source: CNG motor





WEST SANTA ANA BRANCH

Light Rail Transit



LRT – LIGHT RAIL TRANSIT

Speed: 22-35 mph average, 55 mph max.

Distance Between Stops: 1.0-1.5 miles

Possible # of Corridor Stations: 20-32

Capacity: 228 seated, 432 peak

Frequency (Peak Hours): 7-8 mins.

Frequency (Mid-day): 12 minutes

Construction Cost Per Linear Mile: \$75-90 million at-grade, \$130 million aerial

Power Source: Electric catenary



Metro Gold Line





WEST SANTA ANA BRANCH

Multiple Unit



MULTIPLE UNIT

Speed: 22 mph average, 55 mph max.

Distance Between Stops: 1.5-3.0 miles

Possible # of Corridor Stations/Stops: 11-32

Capacity: 136 seated, 258 peak

Frequency (Peak Hours): 20-30 mins.

Frequency (Mid-day): 30-60 minutes

Construction Cost Per Linear Mile: \$22-25 million at-grade, \$330 million subway

Power Source: Clean diesel motor or electric catenary



San Diego Sprinter





WEST SANTA ANA BRANCH

Commuter Rail



COMMUTER RAIL

Speed: 42 mph average, 70 mph max.
Distance Between Stops: 6.0-7.0 miles
Possible # of Corridor Stations/Stops: 4-5
Capacity: 500 seated
Frequency (Peak Hours): 20-30 mins.
Frequency (Mid-day): 60-90 minutes
Construction Cost Per Linear Mile: \$4-8 million at-grade
Power Source: Clean diesel motor





WEST SANTA ANA BRANCH

Streetcar



STREETCAR

Speed: 8.5 mph average, 45 mph max.

Distance Between Stops: 0.2-0.5 miles

Possible # of Corridor Stations/Stops:
64-160

Capacity: 30 seated, 157 peak

Frequency (Peak Hours): 13 minutes

Frequency (Mid-day): 20-40 minutes

Construction Cost Per Linear Mile: \$38
million at-grade, \$330 million subway

Power Source: Electric catenary





WEST SANTA ANA BRANCH

High Speed Rail



HIGH SPEED RAIL

Includes maglev, steel-wheel, diesel locomotive, multiple unit service

Speed: 90-95 mph average, 110-270 mph max.

Distance Between Stops: 10.0-20.0 miles

Possible # of Corridor Stations: 2-3

Capacity: 400 seated

Frequency (Peak Hours): 15-20 minutes

Frequency (Mid-day): 30-60 minutes

Construction Cost Per Linear Mile: maglev \$140 million; steel-wheel \$110 million, both \$330 million subway

Power Source: Electric motor



Taiwan High Speed Rail



AMTRAK Acela



The Javelin, England



Shanghai Maglev





WEST SANTA ANA BRANCH

Corridor Connections

Where do you want to go?

- Work
- Shopping
- Educational
- Recreational
- Other destinations?





WEST SANTA ANA BRANCH

Comparing the Possible Solutions

How should the proposed transportation options be evaluated?

What should we consider when making Corridor transportation decisions?

Creating community amenities?



Recreational access to the Corridor's many resources?



Community benefits and impacts?





WEST SANTA ANA BRANCH

Listening to You

Building our future through our choices today – Please share your thoughts and ideas with us.

Find your group assignment on your nametag.

BOB

3





WEST SANTA ANA BRANCH

Ground Rules for Breakout Sessions

- Only one person to speak at a time. . .
everyone participates.
- Listen for understanding. . .
not for response.
- Suspend snap judgments. . .
try on other's ideas for size; however, agree to disagree.
- Stay on the timeline; keep comments concise, avoid repetition. . *avoid war stories or soapboxes.*
- Each member of the group is equal, all comments matter. . . *share the airtime.*



WEST SANTA ANA BRANCH

Next Steps

- Share your ideas with Advisory Committees and Elected Officials July
- Identify Initial Set of Alternatives July
- Perform Initial Screening Analysis July-Oct
- Community Meetings to Present Results November
- Initiate Final Screening Efforts January



WEST SANTA ANA BRANCH

Contact Us

Thank you for your participation! Please continue to share your thoughts and ideas by:

- **Mail** – Philip Law, Project Manager, SCAG, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017
- **Call** – 213.236.1842
- **Email** – law@scag.ca.gov
- **Project website** –
www.pacificelectriccorridor.com
- **Facebook** – search SCAG

APPENDIX E:

FLIP CHART NOTES

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

ISSUES AND CHALLENGES

- Lack of options
- Traffic not a problem
- Traffic is serious problem
 - Graffiti
 - Trash
- No non-vehicular options (not efficient)
- Bus in same traffic
- Costs over long distance
 - \$
 - conseq. to adj. prop.
 - public will
- Connectivity (loc + modes)
- Gridlock
- Personal car-based
- Not a lot of choices
- Too long a wait
- DOI doesn't go fast enough
- Diff. few linkages
- SAFETT
- Taking local bus to allow diff.
- Alternate transit routes need to connect to destination
- Number of transfers discouraging
- Traffic impacts at crossings
- Congestion
- Accessibility
- Noise and air pollution related to transportation and auto traffic
- Connectivity (i.e., bus, train, transit center)
- Station locations
- Transit time
- Parking
- Not many challenges now locally, but that may change in the future.
- Things are too congested now, and in the future it will get worse because of growth.
- Hard to move around now
- Limited parking locally
- Need parking at stations

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

- Traffic was terrible 10 years ago, has gotten worse currently
- Very difficult to get to San Diego
- Bus service is terrible
- This will only get worse
- Current Amtrak train is too slow – especially in San Diego
- Frequency is bad – the schedule must fit your schedule
- Intra-agency coordination is terrible
- Trying to cross counties is very difficult
- Transit attitudes need to change
 - “too many stops”
 - “too noisy”
- Need the ridership – someone has to step up to the plate
- OCTA transit is insufficient
 - inconvenient
 - poor schedules
- People are afraid of transit and should not be
- Too many cars
- OCTA cutting back on buses/service due to funding
 - hurts people
 - route cuts
 - cost of passes
- SR-22 noisier with improvements, no sound wall on one side
- Orange Crush worse than before
 - noise
 - air pollution concerns
 - alt fuel sources
 - energy efficient cars
- I-5 working well
- Open up all carpool lanes
 - getting in/out of carpool lanes when want to
- Like idea, concerned about impacts
- Need more alternatives for transportation
- Congestion
- Usage cost
- Cost to build the system (PE right-away would be cheapest)
- Relocation of business on the corridor
- Safety issues

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

- Air pollution (without alt. would increase pollution)
- Buy-in from the population being affected
- Sound pollution

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

SOLUTIONS

- Bikeway
- Live near transit
- Connections at stations/stops to get to destination
- Development/housing and jobs near transit
 - Anaheim
- Corridor as backbone
- Parking/getting to and from station
- Bike racks on transit
- Access?
- Multiple solutions
- Long distance travel
- For group travel
- Non-vehicular
- Multiple uses in corridor
- Property values
- With connections to stops/stations and housing and jobs
- Supporting multiple uses in corridor including biking and walking
- Integrate bike (non-motorized) modes with proposed system
- Light rail
- Portland streetcar
- Sprinter (quieter than light rail)
- Monorail
- LRT or multiunit, or streetcar
- Veto on HSR/streetcar
- Pedestrian/bicycle paths
- The faster the train, the better along the PE ROW
- 4-5 stops
- Improve local bus service around the stops
- Have facilities/parking at the stops
- ASIA – pods drop off the train so it does not have to stop
- Marketing for public transit – we need to make transportation choices more desirable
- Work with companies to incentivize transit use
- Local communities need to buy in
 - beautification projects along the corridor may help

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

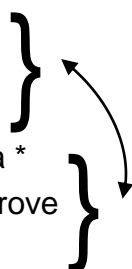
- Get around without a car
- LRT more cost-effective than bus long-term
- Like LRT
- Elevated more practical
- No! Impact on adjacent homes
- mag lev
- Depends on alt – bank for buck
- Depends where it goes (tie north into south)
- LRT would help disabled riders
- Extend 105
- Bonus for carpooling
- Tie into/re-use SP lines in OC
- Pave! No!
- Local and express service
- As part of Garden Grove development to for City support more visitors
- Corridor doesn't go where
- North to Fullerton
- Long Beach (parallel to 91 mo___ east-west)
- Santa Fe Springs
- Weekends stay close to home
- Public transit needs to be accessible/to give up
- Help people learn to use public transit, incentive to use
- Performing arts in L.A./Cerritos
- At-grade traffic
- Budget
 - cost to build
- Serving aging population
- Young people could text 24/7
- Reduce impacts
 - noise, parking, safety, property values, more people/traffic
- Possible acquisition of homes
- Property value impacts
- More stations
- Child/pedestrian safety
- Goes where/want to go/I'll take it
- Opportunity to provide jobs, good for economy

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

- Plan/engineer entire line, makes no sense to do 5%.
- Parking structure impacts
- Incorporate/tie rail stations into shopping centers
- Better access to LA/LAX would be desirable if we can tie it into other lines to LAX and downtown L.A.
- Alternatives to cars
- Connecting the system(s)
- Being able to get to the system (driving to stops, but parking? Pay for parking?)
- Being able to get to airports
- Electric trains (BART?)
- Train would need to be faster than car
- Low noise level
- Making right-of-way safe for community (walks, etc.)

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

DESTINATIONS

- Downtown to L.A. for concerts
 - Inc. Class 2 bikeway
 - Community colleges
 - Cypress, Santa Ana, Cerritos
 - Way finding to integrate covered amenities
 - Government buildings, courts
 - Existing bikeway connections to future rail links
 - Each station to incorporate:
 - business
 - commercial
 - high density residential
 - character and individuality
 - Public spaces
 - outdoors
 - restaurants
 - coffee vendors
 - services
 - Civic Center/Garden Grove
 - Main Street downtown
 - Harbor Boulevard
 - Brookhurst/Chapman (Old Pavilion)
 - Beach (Highway 39)
 - Valley View/Katella (industrial area)
 - Employment
 - Establish serious hubs/centers
 - work with employers
 - Safe stops
 - Get to L.A. quickly – especially with night and weekend service
 - 24/7
 - crime should be considered
 - don't want to harm local communities
 - Orange
 - Anaheim
 - Fullerton
 - Santa Ana *
 - Garden Grove
- 

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

- Buena Park *
- To L.A. *
- Bus connect?
- Leg to other systems
- Entertainment in L.A. existing
 - want to go, but don't want to deal with the freeways and parking, especially at peak hours
- Keep entertainment as a destination
- UCLA/USC/other schools and colleges
 - community colleges
 - CAL State Fullerton
- Consider shopping if access was easier
- Corridor doesn't go where
- North to Fullerton
- Long Beach (parallel to 91 mo__ east-west)
- Santa Fe Springs
- Weekends stay close to home
- Public transit needs to be accessible/to give up
- Help people learn to use public transit, incentive to use
- Performing arts in L.A./Cerritos
- Better access to LA/LAX would be desirable if we can tie it into other lines to LAX and downtown L.A.
- Work
- Major parks
- Airports
- Shopping malls
- Disneyland, entertainment destinations
- Beaches
- Connect to other transportation systems (Metro-Green, Blue Line, other buses)
- Colleges
- Medical facilities

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

EVALUATION

- Noise (mitigation?)
- Pollution
- Vibration
- Impact at crossings
- Efficiency
- Cost to build/operate
- Congestion alleviation
- Cost to ride
- Air quality
- All environmental issues
- Long-term solution
- Will it get people who have options to use it?
- Cut down on number of linkages
- Simple to use
- Affordability
- History important to consider
- RTP - Orangeline
- Study shd. examine other ROW that once existed for re-use -- don't preclude other routes/uses
- Technology
- No H.S.R. with Grp 2 split decisions
- But needs to benefit everyone
- Public participation/opinion
- Economics
 - funding
- Ridership
- Safety
 - passenger safety
 - crossings at stations
- Noise reduction and impacts for adjacent residential (i.e., landscaping/sound walls)
- Operating hours
 - convenience 24 hours?
- How many residents and business will be displaced
- Some things are on the corridor
- Park and Ride potential

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

- Community college connections
- Speed
- Safety
 - learn from Orange Line in L.A.
- Rider cost
 - Super Pass for all lines/modes
- At-grade traffic
- Budget
 - cost to build
- Serving aging population
- Young people could text 24/7
- Reduce impacts
 - noise, parking, safety, property values, more people/traffic
- Possible acquisition of homes
- Property value impacts
- More stations
- Child/pedestrian safety
- Goes where/want to go/I'll take it
- Opportunity to provide jobs, good for economy
- Plan/engineer entire line, makes no sense to do 5%.
- Parking structure impacts
- Incorporate/tie rail stations into shopping centers
- Evaluation/what should we take into consideration?
- Ease of use
- Speed
- Utility of destination (will it take us to places where we want to go?)
- Parking at stations/stops?
- Public transportation feeder lines
- Cost per user
- Cost to build
- Who's going to maintain open space/park/recreation areas?
- Less auto cross-traffic
- Two-directional monorail (Disneyland, Las Vegas)
- Elevated two-directional bus-roadway platform
- Will it serve those who need it the most? (utility, connect to other systems, people living in the valley)

FLIP CHART NOTES
GARDEN GROVE - 6/15/2010

- Assuming we own the right-of-way, can we build and run it economically and quickly?
- Can we built it so it becomes positive for the community (community/pedestrian safety, noise pollution, air pollution, etc.)

FLIP CHART NOTES
HUNTINGTON PARK - 6/16/2010

ISSUES AND CHALLENGES

- Too much traffic (local and freeways)
- No rail lines through city
- Span of service (insufficient)
- Too many cars – constant congestion
- Other means of transportation. Beneficial
- Coordinating seamless system between rail/bus lines
- Current riders are transit dependent
 - challenge in getting discretionary riders
 - affordability
- Need for subsidy for low-income riders
- Need for development adj. to stations (mixed use/TOD/aff. housing/retail)
- Speed is key for ridership
- Need to raise residential income of county
- Parking existing problem throughout stations – need sufficient
- Simplicity
 - access
 - cost
- Educate community on accessibility and ease of using transportation
- Few stations – rapid service
- Potentially two in H.P.
- Elevated – grade sep system
- LRT because of interchangeability in system
 - can be expensive to operate
 - value in compatibility passive
- Creates opportunity for parks
- Safer with grade separation
- Newer systems can be more efficient to operate in long run, but can be more expensive to build
- Metro Blue Line takes too long – need to be faster
- Higher speed than today less stations/balance between ultra fast and too slow
- Hard to connect to/get to MBL
- Too much congestion/too many cars – need alternative I-710 truck traffic
- Opportunity: RR line splits city – make positive – potential transit and bike (something for kids)
- Dense cities: population
- Issue = owning or sharing tracks – sharing will impact travel time/speed
- Station area parking needed – people will drive, not take bus
- Property acquisition required but it is industrial not residential
- Parking and Metro Rapid service support
- Transfer required/frequent traffic lights slows train speed – faster south of Washington Blvd. Balance between speed and nice community environment
 - aerial/noisy

FLIP CHART NOTES
HUNTINGTON PARK - 6/16/2010

- at-grade/noisy to adjacent residences
- Health impacts – obesity-related to how we get around. Communities car-friendly, not people friendly/walking
- Opportunity: rail + pathway (such as Metro Orange Line). Community line – accommodate transit, bicycle, walking
- Station linking this line with Metro Green Line – connect with rest of regional system
- Division north/south – bus + rail share ROW? Physically or temporally
- Contiguous line/technology
- UP willing to give up ROW?
- RR does not support local jobs. Changing focus manuf → warehousing. People supported RR running thru communities → gave them jobs
- Alameda Corridor sold as reducing RR activity
- Challenge: so many crossings
- Needs to be competitive with car travel times

FLIP CHART NOTES
HUNTINGTON PARK - 6/16/2010

SOLUTIONS

- Elevated rail more exciting
- Grade separation
- Cost to operate
- Phased project – get something up and running fast
- Build now!
 - enough studies
- Modified system – at-grade and elevated
- Major aerials
- No Maglev
 - good for noise
 - less stops/not good for communities
- Solution without so many stops/faster
- Balance between regional and local needs/connections
- More stops screens out Metrolink and Maglev
- Needs to be aerial or subway (so many grade crossings)
- Build parking structures buffered by landscaping/bike paths
- Provide other uses at stations
 - joint dev. parking and development TOD
- Work with communities and identify what they want/need
- Opp: providing other amenities (parks)
- Need to feel safe at stations
- Provide transit-oriented development at stations
 - attract riders
- Mixed-uses – housing, shopping, restaurants
- Create opps for business development at stations
 - hard sell to developers
- Anchor for new development and jobs
- Provide connections to bus service at stations to community

FLIP CHART NOTES
HUNTINGTON PARK - 6/16/2010

DESTINATIONS

- Employment – jobs
- Recreation – Dodger's Stadium, LA Live, Union Station
- Flexible system/diverse
- Currently no off-highway retail experience
- ROW an opportunity to create an accessible retail center
- Stations:
 - Salt Lake and Gage Avenue
 - Randolph and Pacific
 - Florence Avenue
- Accessibility:
 - Orange County
 - Los Angeles
- Simplicity in system
 - too much roundabout to get anywhere
- Opportunity to create access for many communities
 - use ROW
- Large ROW creates opp.
- Cerritos Mall

FLIP CHART NOTES
HUNTINGTON PARK - 6/16/2010

EVALUATION

- Accessibility – localized access for seniors/students/disabled
 - community access in general for all residents
- Currently available land (ROW)
- Speed and cost of building
- Efficiency to maintain
- Elevated vs. at-grade
- Noise and vibration
- Adj. development potential
- Environmental and air quality Noise
- Door-to-door travel times
- Parking provided
- Cost-effective solution
- Speed
- Safety (elevated vs. at-grade)
- Cost to ride – low income residents can ride
 - close to base transit fare
- One stop per city
- Tie to trip purpose – work vs. community travel
- Access to major centers/destinations
- Makes needed system connections
- Feel safe at station

FLIP CHART NOTES
CYPRESS - 6/17/2010

ISSUES AND CHALLENGES

- Traffic
- Bus is slow
- Not used to public transportation
- Stations far apart
- Getting to/from stations
- Safety/security on public transportation
- Schools (morning, afternoon)
- No challenges
- Getting to Cypress College (parking)
- Cerritos College parking (const.)
- Public transportation could increase congestion
- Traffic Congestion
- Connection problems to Irvine, Century City, LAX
- No traffic concerns in this area
 - only commuting concerns
- Selling to public
- Parking at existing stations
- Closeness of stations
- More bike connections
- Operating hours and frequency – extended hours
- Parking in general for commuters
 - coordination of existing service
- Diagonal ROW
- Intersection traffic and impact
- Noise impacts – visual impacts
- Home values
- Pollution due to train
- Shuttle service for existing lines
- Parking
- Parks
 - community gardens
 - walking
 - greenways
- Grade separated or underground
 - monorail with incorporation of bikeway
 - walkways for safety
- Maglev – quiet system

FLIP CHART NOTES
CYPRESS - 6/17/2010

SOLUTIONS

- Bikeway/walking in corridor
- Use freeway for transit instead of
- Private funding
- Transit pass
 - discount for students
- Park area
- Other rail corr?
- Must to go places people want to go
- Parking at stops/stations
- Connects with Metrolink
- Cost (less than driving)/cost per rider
- Runs continuously
- Must be safe for the community (sound walls)
- Use existing right-of-ways (105, I-5, I-405)
- Need to ID problem before solution
- PE ROW should be used for something!
- Pedestrian/bike trail – once existing tapped out use some mode then
- Something like Rancho Verde Park
 - pedestrian paths
 - bike paths
- Unobtrusive – something that improves us
- To get to Cypress College
 - connect to S. Gabriel bike trail
- Safety
 - unobtrusive because its neighborhood, residential
 - run it down commercial areas
 - make it _____ running
 - make it safe
- Stanton/Beach Boulevard
- Line could go all the way to the Blue Line instead of stopping at the Green Line at 103 Street Station
 - no need to disembark
- Connecting to jobs
 - Century City
 - Irvine
 - Santa Monica
 - LAX
- Revitalize at the ends of the line
 - need to build destinations first
- Need buses/rental cars/transportation at the stations
 - need local connections
- Must build connectivity at the ends of the line
 - connectors must be as nice as the corridor

FLIP CHART NOTES
CYPRESS - 6/17/2010

- electric cars?
- Current line does not have the connectivity it needs to be successful
 - must connect with MTA lines
- Need to know the number of homes will be impacted
 - homes built in the 70's have asbestos
 - other environmental impacts
- Cities are not at the same planning stages
 - Artesia
 - Cerritos
 - Bellflower
- Population statistics need to be re-examined
 - who is the ridership?
 - subsidies will be paid by people who are not users
- Cars that break down cause congestion
- Carpool needs to be pushed before we spend billions of dollars
- Opportunity for green bike path
 - opportunity with 30 miles
 - build up compatible uses

FLIP CHART NOTES
CYPRESS - 6/17/2010

DESTINATIONS

- Los Angeles
 - music, trains, food
- Jobs shopping
- Local only
- Long Beach
 - schools/university
- Irvine Business Center
- Downtown L.A.
- LAX
- Stadiums
- Rail System
- Rail ferry (auto)
 - to recreation areas
- Cypress College
 - many people go near their house
- 90% of Cerritos residents don't shop at home
 - South Coast Plaza
- May be better corridors to access shopping destination
 - Beach Blvd.
- Cypress residents can meet all their shopping needs locally
- Opportunity for connectivity from Stanton
 - later go to downtown Santa Ana
- Schools - education
- Recreation
 - Cerritos Mall
 - All City College
 - parks
 - libraries
 - Cerritos Town Center
- Employment
- Long Beach – Port City – jobs
- Regional access versus local access
- To existing transportation facilities

FLIP CHART NOTES
CYPRESS - 6/17/2010

EVALUATION

- Property values increase/decrease?
- Cost to ride
- Noise
- Privacy
- Station location and frequency
- At-grade crossing
- Cost to build/long-term
- Use of electric energy
- Air pollution
- Impact on traffic crossing
- Jobs
- Safety
- Would homes on corridor be purchased?
 - fair price?
- Aesthetics
 - wires
 - elevated track
- Shared track/need dedicated
- Safety
- Efficiency/speed of transit
 - better than car?
- Parking
- Access to stations
 - on foot?
- Number of stations
- Balance between frequency of stations and fast service
- Sell corridor to local homeowners
- Parking at the stops/stations
- Homeowners property
- Safety issues in your backyard
- Public safety
- Bike paths/green space
- Impact on the environment
- Do we have enough riders?
- Look beyond now, traffic will only get worse
- Owe it to the community to give them public transportation
- How will it affect traffic roads
 - Cypress College
 - Parking problem
- Alternatives needed
- What is going to happen to my neighborhood?
 - CA Palma (near right-of-way)

FLIP CHART NOTES
CYPRESS - 6/17/2010

- concern of property values
- Getting people to use existing systems
 - people not using metro _____
- Use/expand/improve what's existing
 - kids won't use it
- Maybe study who/not using – go where it's needed
- Maximize existing resources
- PE ROW should be used for something!
- Pedestrian/bike trail – once existing tapped out use some mode then
- Something like Rancho Verde Park
 - pedestrian paths
 - bike paths
- Unobtrusive – something that improves us
- To get to Cypress College
 - connect to S. Gabriel bike trail
- Safety
 - unobtrusive because its neighborhood, residential
 - run it down commercial areas
 - make it _____ running
 - make it safe
- Existing diesel plume/level of contamination – will it need to be cleaned up? Will it add to pollution?
- Elementary school closed because of line?
- Safety: _____ of track is 55' – derailment possibility?
- Will homes be taken?
 - eminent domain
- Will businesses be taken?
- Noise impacts from trains. Trains noisier, more frequent than freight trains.
- Impact on property values
 - negative
- Safety issue with children
- Taking property because not enough room for trains
- Who is going to use it? People don't ride buses now
- Turn into green belt
 - park, bike trail
- Turn over to cities
- Don't want a project
- Can understand people want to get around, but where are people coming from?
- Negative impact on property values
- Safety concerns
- Property taxes?
 - don't take homes
- Need a Lot More Data
- Multiple independent sources

FLIP CHART NOTES
CYPRESS - 6/17/2010

- MTA has done a lot of studies
- Green space should be considered instead of transit
- Look at ways to build low-income housing, shopping, instead of transit – not all or nothing
- No weatherized bus stops like they have in Europe
- Subway potential
- Light rail is a good solution
 - interchange with MTA
 - incorporate green space
- Roadways cost a lot of money as well
 - less people on the road saves people in maintenance
 - poor quality cars cause more problems
- Need to bring to ballot at a Presidential election – June 2012
- Need money
 - generate energy from fusion of hydrogen and boron
 - tri alpha energy
 - EMC^2
- Can fund trans.
- High speed to outside airports
 - rail → Maglev
- Environmental concerns
 - vibration
 - pollution
- Housing property values
- Visual impacts
- Convenience for access
- Safety
 - pedestrians
 - vehicles
 - incorporation of safety devices
- Seismic
 - earthquake
- Noise
 - warning bells for train
- Parking
 - connection to existing lines and facilities
- Any connections further south, or with freeways?

FLIP CHART NOTES
CERRITOS - 6/19/2010

ISSUES AND CHALLENGES

- Relieve congestion
 - move people from point A to B
 - those who don't have a car
 - those who can't drive
 - where people go most should be where the stops should be
 - support tourist travel
 - behind other countries
 - senior citizens need more transportation choices
 - safety and availability
 - Cerritos and Long Beach
 - hours of service
 - other countries ahead of us
 - Riverside/Orange County
 - stops are far apart
 - difficult to get from stop to destination
 - coordinate feeder lines
 - currently do not exist
 - aesthetics – how will this look
 - needs to be attractive
 - enhance communities
 - noise levels in neighborhoods
 - quiet near homes
- Spacing between stations
 - need some distancing
 - need other modes to connect around stations
 - balance connections
- Need a fast train
- Every city does not need a station
- Use bus lines locally
- Maximize speed of the train
 - frequency
 - 10-15 minutes during peak times
 - potentially less at others
 - long line to major destinations
 - local short lines
- Need tight coordination with feeder lines
 - you need good local transportation to get you to your final destination
 - coordination
- Accessibility for aging populations
- BRT would not be the best choice for this community
 - low priority
- All freeways should be stacked with trains
 - LAX, all airports
 - downtown L.A.

FLIP CHART NOTES
CERRITOS - 6/19/2010

- Santa Ana
 - colleges and universities
 - all times (24 hours). especially near colleges
- Congestion on 605 Freeway
- Difficult connecting to existing train station
- Not enough bike connections
 - no safe bicycle routes
- Diagonal ROW
 - design at at-grade intersection
- No connections to places I want to go
- Travel through upstate areas
- Political influence for where stations are located need change
- Cross of rivers/freeways (smart design)
- CONGESTION
- At 91/605 always
 - bottleneck
- Isolated
- Bloomfield at Town Center
 - off/on freeway eastbound
- Parking – could be problem with security
- _____ Cerritos hub, discontinuous, hard to connect _____ Cerritos Mall to major malls, airports, to get to San Diego, stadium
 - access is limited to 20 miles corridor
- No trans. options – taxi, bus, etc. when we reach hubs _____ Santa Ana minimal trans. in O.C. and L.B.
- Pioneer/congestion to reach Carmenita, Santa Fe Springs, etc. at _____
- Lack of security at park and ride/gets broken into
- Convincing people to use what we already have
- Interface of local with other and major regional systems
- Making connections
- Where is population growth going to live?
- Where are the jobs going to be?
 - guide decisions
- Control sprawl – add transit
- Looking at future
- City plans to accommodate density?
- Are we addressing redevelopment and land use issues?
 - in way that cities/agencies working together?
 - vacancy/economy issues
 - transit service = not frequent and fast enough
 - transit system complex, intimidating
 - transfers not coordinated/easy to make
 - end-to-end travel times long
 - peak period: Cerritos streets crowded

FLIP CHART NOTES
CERRITOS - 6/19/2010

- Traffic at peak hours
- Lack of connectivity
- Time needed to long distances (takes a lot of time)

FLIP CHART NOTES
CERRITOS - 6/19/2010

SOLUTIONS

- Look for opportunities to minimize impacts to taxpayers
- Improve environment (air) to improve health
- Replace gas tax with this instead of streets
- Difficult to get people out of their cars
- Education
- Political challenges
 - oil industry
- Serves the most people at major destinations
 - hospitals
 - universities
- frequency is important
 - people won't use it if they have to wait
 - 24 hours service
- Useful to evacuate people in a disaster
- Get a basic service up and running quickly, then expand
- Hybrid system
 - MAGLEV and mixed system
 - equestrian trail
- High speed not efficient
 - need system with many stops
- Grade separated system
- Trolley system for preservation of neighborhood character
- Incorporation of bike connections and green space
- Coordinate with key activity centers for shuttle service – connection options
- Transit information – education on existing lines – need for new ones
- Need a system that connects seamless system
- Grade-separated
 - if done, rather it not be done. Runs by schools if not too many problems
- Whatever you do, should not devalue our property
 - data needed
- Safe for children, _____ everyone, and affordable
- Covered, protected, provides amenities for human needs
- BRT creates street racing/trespassing
- Signal synchronization on streets
- Local transit connected to major transportation hubs
 - seamless service!
- Operators don't coordinate schedules/hours
 - approach as system
- Rail: more access/connectivity for jobs/schools
- Another option to car drive less/gas \$
- Educating public about transit
- Use what we have better/make more user-friendly

FLIP CHART NOTES
CERRITOS - 6/19/2010

- Dealing with long distances (more spread-out than NYC) – activity centers spread out
- Plan ahead on where jobs are
 - not just jobs – cultural
- Existing destinations could change as we locate jobs
- Below- or above-grade solutions
- Pedestrian/bike ways
- Mag-Lev (silent)
- Build homes over right-of-way
- Subway/underground
- Green space/green belt
- Leave it alone
- Goes to Union Station

FLIP CHART NOTES
CERRITOS - 6/19/2010

DESTINATIONS

- Hospital
- Tourist areas
 - economic engine
 - shopping
 - malls
 - Cerritos
 - Disneyland
 - parks
 - sporting venues
 - oceans/beaches
- Employment
 - central locations commute both to L.A., Orange County, Riverside
 - more opportunities with faster service
- Need to improve connections to:
 - Riverside County
 - Corona
 - San Diego
 - Las Vegas
- Long Beach
- Downtown L.A.
- Stations with facilities that support:
 - bike travel
 - pedestrian connections
- LAX
- Sports venues
 - Dodgers St.
 - Anaheim St.
- Beach
- Medical centers
- Schools, colleges
- Recreation
 - Disneyland
- Local and regional seamless connections
- Work
 - connect to Union Station, downtown stations, where people want to go for work
- Work
- LAX/LB Airport/JW Airport
- Local areas/different neighborhoods
- Major shopping centers
- Civic centers
- Community neighborhood
 - downtown historic Santa Ana

FLIP CHART NOTES
CERRITOS - 6/19/2010

- Home!
- Cultural/entertainment
- Education (community colleges, high schools)
- Downtown LA/Hollywood
- Serving high school students (getting cars off-street)
- Will change over time (25 years out)
- Downtown L.A.
- Union Station
- The Valley
- Needs to connect to other major transit destinations
- John Wayne Airport

FLIP CHART NOTES
CERRITOS - 6/19/2010

EVALUATION

- Stealth
- Pollution
- Safety
 - need to separate rail from community
- Environmental/Health Impacts
- Property values
 - need to protect
- Freeways already give noise and pollution
 - need to minimize impacts from this
- Noise abatement
 - double-paned windows
 - sound walls
 - complex issue
 - don't want noise, but don't want a big wall behind it
- Above ground can be an eyesore, or looking in 2-story houses
- Potentially add greenspace under elevated train
- Opportunities to trench underground
 - exit platforms at Grape
- Noise
 - new steel wheels can be quieter
- Fast system
- Most “bang” for the buck
- Compatibility in system
 - seamless service
 - different technologies don't make sense
- Reasonable rider cost
- Trolley smaller system
- Noise
- Pollution
 - environmental impacts
 - trash along ROW
- Safety for riders and motorists/pedestrians at at-grade crossings
- Grade separation may be safer
- Property values
 - will go down?
 - increase with smart design?
- Inter-coordination between cities and agencies for multi-use at _____ ROW
 - equestrian
 - bike routes
 - open space
- At-grade intersections important to consider
- High-speed magnetic levitation
 - because it's fast, quieter, clean, it can stop at mall

FLIP CHART NOTES
CERRITOS - 6/19/2010

- consider auto transport 200 cars from here to S.D.
- Something ASAP for economical use/operate/build
- Reach destination quickly, i.e. high-speed or MAGLEV
- Must be quiet
- Can't be too high to see into windows
- Economical/simple/common sense
- Solve today's problem
- Safe!
- Cost to build, operate
- Noise – impacts to adjacent houses
- House/property values
- Quality of life (pro/con)
- Vibration impacts
- Environmental issues
 - air quality
 - noise
 - vibration
- Station/system parking impacts?
- Local government budget impacts
- L.A. region behind curve – think ahead/about future implications = what if we don't do something? What are future impacts if we don't do anything?
- Cost to ride
 - make what we have more affordable
 - employers reimburse for transit use for work trips
- Consider cost difference between work and non-work trips
- Consider/provide all connections in point-to-point trips
- Don't operate in residential areas
- Who has vested interests in this project? (suspicion factor)
- Transparency of process/decision-making
- More community potential user notification
- Similar project history
- Funding?
- Needs to be better than driving (incentive to use public transportation)
- Needs to be at least as good as driving (comparable to driving)
- Needs to be less stressful than driving
- Needs to improve connectivity
- Noise pollution
- Grade separation
- Upgrade to windows/maintenance on green space
- Safety for the community
- Frequency/start-stop time of trains

FLIP CHART NOTES
PARAMOUNT - 6/22/2010

ISSUES AND CHALLENGES

- Getting people to use existing bus/transit
- Getting people away from SOV mentality
- Traveling between two counties – don't know options/system
- SOV is often most convenient – more direct, faster service
- Freeways are congested
- Lack of providing open/park space
 - beautification essential
- Opportunity to connect residents to jobs
- Could create opportunities for jobs – reuse Bellflower (downtown)
- More convenient to get to more locations
- Expand bike system
- Safe bike system
- Improve accessibility (walking) to transit/fit community needs/demographics
- Provide convenient shuttle access (like DASH)
- Better pedestrian access
 - safe, pleasant
- Traffic/congestion
- Change in transportation attitudes
- Better connections to schools/education
- Price of gas will increase \$
- Long commutes – need alternatives
- Car-centric culture (needs to change)
- At-grade crossings along ROW
- Bicycle connections/challenge
- Challenge – particular destinations challenging to get to
 - Disneyland
 - Cerritos/Cypress College
- Parking
- Corporate decision-making needs to change
 - “cultural shift” – will it change?
- Planning today for a future we have not experienced
- Cost if we don't do anything
- Integration of planning (future change included in EIR)
 - existing land uses/development
- Noise impacts
- Plan for urbanization around stations

FLIP CHART NOTES
PARAMOUNT - 6/22/2010

- Learning from past systems
 - do's/dont's
- Paramount needs to connect small city buses to linkage to other cities (i.e. to Long Beach)
- Lack of connectedness
 - no major connections
- Traffic congestion
 - expensive, inconvenience
- Takes hours with no car
- Freeways can't handle today – future
- O.C. to L.A. – to anywhere – public transit takes hours
- Green Line is expensive
- Viewed as low-income only
- Not convenient, driving easier for discretionary riders
- People not aware of lack of awareness

FLIP CHART NOTES
PARAMOUNT - 6/22/2010

- **SOLUTIONS**

- Shuttle access
- Pedestrian access
- LRT – good connections/less transfers (to existing system)
- Cost-effective solution
- Least noisy
- Landscaped transit (more of an amenity)
- High speed, high volume rail (20-mile corridor)/less stations
- Need HSR O.C. to Union Station
- More stations/better community access (so don't have to drive)
- Go to Union Station – key destination
- Getting to local stations (older and better) buses full, no seats, not on schedule, not frequent enough, too many transfers
- Concerns = HSR doesn't serve local destinations (older riders)
- Tax credit to live close to where you work
- Lay out network based on travel corridors/freeways
- Rail facilitates access to hubs/part of the solution, need other modes from hubs
- Concern HSR access – often long distance to get to
- Ability to bring bike on train/transit bike racks, signage and bike stations
- Serve jobs in Irvine and Union Station (O.C. destinations)
- Commuting population is growing
- Perception Metro trains aren't full
- No build – evaluate cost of wasted time in congestion
- They all make sense
- Multiple types with different spacing/elevations
- Start and finish in phases
- Bus system/routes
 - local needs rather than regional
 - planning for different system in ROW
 - short distance versus long distance travel
- Smart planning for different technologies
 - Build from below ground up
 - Master Plan needed first
- Orange Line in San Fernando Valley as example
- Bus for students
 - lots of students walk along ROW to get to school
- Light rail – affordable, connected – might have sufficient capacity

FLIP CHART NOTES
PARAMOUNT - 6/22/2010

- Street car (in San Diego)
- Like MagLev if it stops in Bell Flower
- Can use bike trail for surreys (ADA) and new system
- Improve our system/Green Line/Blue Line
- Do all options all over California and add new system

FLIP CHART NOTES
PARAMOUNT - 6/22/2010

DESTINATIONS

- Knotts Berry Farm
- Great Park
- El Toro/Irvine
- Angels Stadium
- Disneyland (without having to go to Santa Ana)
- Bowers Museum
- Local destinations/neighborhoods
 - Hospitals
 - Church
 - Shopping
- Tourist/Cultural areas
 - Little India/Artesia
 - Little Saigon/Garden Grove
- Malls – Lakewood, Cerritos
- Dodger Stadium
- Work
 - Cypress
 - Paramount industrial center
 - downtown
 - L.A.
 - Irvine
 - 91 Corridor/Riverside
 - Corona
 - Downtown L.A.
 - North Hollywood
 - Whittier
 - Westside/West L.A./UCLA
 - South Bay
- Airport access to LAC (O.C. constrained)
- Hard to get to many parts of O.C.
- O.C.: downtown Fullerton, Anaheim
- Attract development to communities along Corridor
- Parks – existing/future
- Schools/colleges
- Santa Ana RTC
 - Arts center

FLIP CHART NOTES
PARAMOUNT - 6/22/2010

- Cultural center
- Cerritos Cultural Center (linkage of art communities)
- Downtown L.A. also – art
- Wilmington Station
- Burbank
- North Hollywood
- Somewhere that accommodates parking
- Drop off/connection points to other systems
- Business district along Corridor
- Hospitals
- Anaheim entertainment district
- Green Line extension/connection (El Segundo)
- L.A. County Metrolink connection
- Santa Ana – L.A. connection
- Vacant lot as potential station/transfer south of 105 Freeway
- Long Beach
 - connection to Blue Line
- Connection to Norwalk Transit Center
- To hospital (Rancho)
- To schools, to accommodate inter-districts transfer
 - El Dorado Park
- Jobs in other city from L.A. to Santa Ana
 - Dodgers
- Entertainment, dining
 - Hollywood Bowl if it goes to Union Station (take load off I-5)
 - take kids
- Civic centers
- Access to airport if it connects to Green Line
- Philippe's
- Museums
 - El Super near a stop maybe)

FLIP CHART NOTES
PARAMOUNT - 6/22/2010

EVALUATION

- Where do people in this area want to travel to? Where do they work?
- Paramount-Vernon economic industrial engine for region
- Cost-effective
- Least noise
- Consider future = like Metro Orange Line at-capacity after one year, should have done LRT
- Wheelchair access
- Match mode to what community needs
 - commute trips – direct, fast
 - can't be all things to all people
- Fast – same as cars
- Ridership
- Public support
 - community support
 - support selected mode
- Compatibility with existing infrastructure – L.A. system and freight
- Reflect demographics
 - understand who lives along Corridor
- Environmental impacts – least impact on landscape
 - electrical power/alternative sources
- Safety – grade crossings at intersections: vehicles + pedestrian
- Costs
 - elevated if supported by ridership and by communities (different solutions)
 - cost to operate/cost to ride
 - must be sustainable (\$) locally
- Minor or no displacements by system
- Elevation considered?
- Where will population be centered?
- Development will increase along ROW
- Cost should not be primary consideration
- Job opportunities (increase in)
- Criminal acts – security (for everyone shopping)
- Pollution (vehicle, freight traffic)
 - environmental impacts
- Noise pollution
 - especially at at-grade crossings

FLIP CHART NOTES
PARAMOUNT - 6/22/2010

- CPUC regulations
 - opportunity for noise measuring technology)
- Construction disruptions
 - impacts and mitigations for residents along ROW
 - equitable solutions
- Phasing of project
- Cost-benefit analysis
- “Bang for the buck”
- Construction cost and operating maintenance \$
- Carry most people
- Comfortable system in comparison of systems in place now
- Potential reduction of car accidents
- Creative financing
 - example: Tokyo and department store investment/financing (consider difficulty in this scenario as well)
- Mexico City license plate regulations and restrictions (cars restricted to drive certain days of week)
- Park space
 - green/open space
- Construction can create jobs
- Should be affordable, especially for lower income
- Economic impact important / \$ to understand
- Quality of neighborhood
 - impacts!!
 - recognize noise level
- Frequency of stops – making sure we get a stop (Bellflower)
 - If stop wanted
- Incorporate Green space
- Do projections if no _____. Demonstrate/evaluate how bad it will be
- Noise
- Safety (getting robbed)
 - operations safety
 - high school overpass danger near Par_____ High School
 - evaluate at schools

FLIP CHART NOTES
STANTON - 6/23/2010

ISSUES AND CHALLENGES

- Lack of Fast Transportation in Stanton
- Too much traffic
- Connections take too long
- Bus service is inadequate
- Poor bicycle lane design
- Need more cross regional options
- Can be tough to learn how best to use the transit system
- Not a lot of walkable communities locally
- No direct routes/too many transfers to get where you want to go
- Not enough transit vehicles
- Headways are too long
- Lack of parking along existing transit lines/stations
 - no assurance of spaces
- Hard to get people out of their cars because current systems are unattractive
 - safety
 - convenience
- Weather causes traffic problems
- Lack of reliable public transportation
 - efficient
 - speed
 - time
- Green Line to LAX
 - 4 mph plus parking (no fee)
- Is it worth it?
 - rather than drive?
- Segregation between L.A. and O.C. in public transportation
- Waiting for connections and departure
- Need connection to LAX
- Impact with expansion on surrounding community?
 - need to connect to other lines, freeways, destinations
- Noise
 - sound walls
 - cushion tech to make quiet
 - Garden Grove waiting for walls on 22
- Limited capacity of freeway
- Bicycle/walking space and safety

FLIP CHART NOTES
STANTON - 6/23/2010

- Making access to transportation solution accessible and safe
- Major streets heavily traveled/congested
- See need for improved transit
- Serve with buses and shuttles
- Opportunity to create job sites
- Bike/trail walk
- “Car culture”
 - change status quo
- Challenge in design – detours (limitations)
- Residents along ROW – property values – challenge in design
- Local travel options (lack of)
- Slow bus service – overcrowding
- Blight - litter - graffiti potential
- Time to build
- Greenbelt
 - incorporation of native plants
- Getting from one city to next
 - one less car on road
- Parking access – availability
- Design for parking

FLIP CHART NOTES
STANTON - 6/23/2010

SOLUTIONS

- Dependable
- Clear directions/routes/connections
- Environmentally sensitive
 - noise
 - vibration
- Grade separation
 - safety
- Similar to the old Redline system
- Stations 1-mile apart
- 20 mph – nice average
- Not obstructed by every intersection
 - overpasses
- Integrate with bike paths
- Bike storage on vehicle
- Needs community buy-in
- Quiet technology
- Something that serves future populations
- Mixed use/transit-oriented development
- Should be 2-way track
- No commuter + HSR because of size of train versus surrounding community
 - headways too big
 - _____ track/distance
- Connections to existing transit
- Would bikeway fit?
 - safety?
- Connect to airport – selling point
- Bikes on train
- If bikeway, need wall to protect rider
- What are connections in north and south end?
 - Santa Ana, up and coming
- Development on land around route
 - high density
 - job creation
- Ends are more important than corridor itself; links; connections from/to
- LRT – accommodates bikes/roomy
 - any would work

FLIP CHART NOTES
STANTON - 6/23/2010

- Ability to transport people
 - mass transit
- Bicycle routes for all incomes
 - safe travel options
 - incorporation of Smart Bridge design along routes
- Extended curb design for systems
- Light rail (less noise than Metrolink)
- Carpooling program
- Bus system could work

FLIP CHART NOTES
STANTON - 6/23/2010

DESTINATIONS

- Everywhere
- Depends on your age
- Non-stop or express services
- San Diego with one stop
- Dodger Stadium
- Music center (L.A.)
- Major recreation
- Airports
- Each end needs a major destination
- Work is not enough
- Other transportation lines
- San Gabriel River bike path
- Performing Art centers
- Disneyland/Knotts
- Tourist destinations
- Major employment centers
- South Coast Plaza
- Costco in Garden Grove
- Santa Ana is county seat
- Airports
- Staples center and sports arena
 - Angels Stadium
- Connection Center
- Santa Ana River bike trail (supported by transit)
- Cypress College
 - Cerritos
- Cerritos Mall
- Cerritos and Artesia shopping for _____ (Asian/Indians)
- John Wayne Airport
 - LAX, LGB
 - won't have to worry about parking
- Downtown Los Angeles
 - Civic Center
 - Staples Center
- Santa Ana
- Dodger Stadium

FLIP CHART NOTES
STANTON - 6/23/2010

- Airports
- All trips
- Work
- College/schools
- Entertainment/cultural
- Short trips/long trips
- Various stops at all city locations
- Connection to Green Line
- Existing systems (connection to)
- L.A. to Santa Ana
- Dodgers Stadium/BA Line/recreation
- Hospitals
- Cultural centers – museums in L.A.
- Shopping
- U.C. Irvine - colleges - schools
- LAX
- Work downtown L.A.
- Everywhere!!
- Ability to take bike on system to connect to bicycle network and final location
- Bike networks biggest benefit
 - Santa Ana to L.A.

FLIP CHART NOTES
STANTON - 6/23/2010

EVALUATION

- Cost/Money
- Consider cost per mile
 - Cost to operate
- Pedestrian crossing opportunities
- Beach Blvd. station location
- Ability to connect with existing stations
- Environmental impacts
 - noise
 - vibration
 - break dust
 - low emission
- Need to be fast enough to get people out of their cars
- Cost to ride
- Cities commitment to concentrate density around potential station locations
- Ability to provide secured parking
- Landscaping/screening
 - attractive
- Need sound walls
- For the future
 - should be planned right the first time
 - not like Green Line
- Clean and Green
- Where is \$ coming from?
 - need enough to do it right
- Visit cities/counties with good public transportation
- Get to work
- Electric like Green/Blue
- Maintenance
 - same as Green and Blue to reduce cost
- Overhead wire rather than third rail
- Electric/rail/bus
 - _____ to Red Car, light rail, bus on rail
- Both directions north and south
 - stops frequently
- Overhead tracks
 - won't impact streets and will be faster

FLIP CHART NOTES
STANTON - 6/23/2010

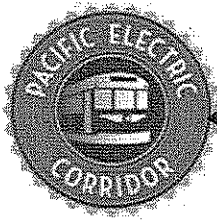
- cost would go up
- Stanton as model
 - use buses
 - stops north/south streets
- Speedy
 - parking would allow further station spacing
- Scagway
- Stations not too close, but get you where you need to go
 - density = more stops
 - can carry small goods
- No night freight (trains)
 - don't rule out (U.S. mail)
- Tech, MagLev rather than electric trains
 - glide
- Expandability for covering future areas
- Connections to current transit lines
- Safety
- Property of homes acquisition?
- Parking impacts at station areas
- At-grade crossings impact streets/traffic, emergency access create more gridlock
- Speed/faster travel times
- Noise and vibration impacts?
- Property value impacts?
- Cost to ride? Affordable?
- Pollution/AQ benefits/impacts
- Hours of service?
- Quality of life issues
- Station access options
- Derailment
- Hours of operation of system (increase in operating hours)
- Property values for residential property along ROW
- Safety – for riders of system
- Security – policing on system (Blue Line)
- Most traffic impacts along ROW
- Less impact during peak hours along ROW
- Noise impacts
- Environmental – pollution

FLIP CHART NOTES
STANTON - 6/23/2010

- Ridership – system that provides most use
 - gets most people where they want to go
- Bike connections
- Bike along ROW
- Green space
- Security in evening hours
- Noise/vibration impacts to homeowners along corridor
- Handicap accessible
- Comfort in riding system
- Electric system

APPENDIX F:

COMMENT CARDS



WEST SANTA ANA BRANCH

Public Comment Card

Please give us your thoughts and ideas on:

- ① What do you think are the transportation issues and challenges in your community?
- ② What transportation solutions make sense to you?
- ③ Where do you want to go? What work, shopping, education, entertainment, recreational and other destinations would you like easier travel to?
- ④ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

your open session was
great & yara was very
efficient. Would like
to know more about the
travel times, noise barriers,
public access to bike/walk
trails.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

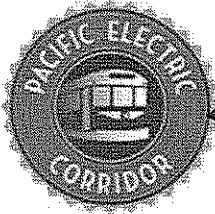
☒ Community workshops

☐ Website postings

☐ Other (please specify):

☒ Email updates

☐ All of the above



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Major Concerns:

- ① Noise from train and Warning Bells.
- ② Safety and traffic congestion on the ~~level~~ street level.
- ③ Need more green areas and biking corridors.
- ④ Effect on Property Values.

⑤ How would you like for us to communicate with you during the 20-month study process?

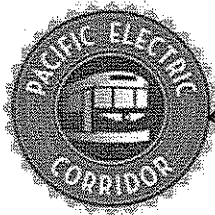
☐ Community workshops

☐ Website postings

☐ Other (please specify):

☐ Email updates

☐ All of the above



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Public Participation Crucial

Yara was wonderful.

Our group was energetic, informed & diverse.
We felt public space, parks, pedestrian & bicycle paths were important.

We were concerned with noise reduction, public transportation access & ~~reduced~~ connectivity.

Safety concerns at crossings & stations were addressed.

Connections to other mass transit & convenient stops.

Each station should feature public art and reflect individual character of adjacent neighborhoods
Natural gardens & permanent public art gardens in Garden Grove.

- 5 How would you like for us to communicate with you during the 20-month study process?

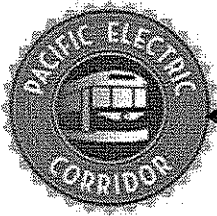
☐ Community workshops

☐ Website postings

☐ Other (please specify):

☐ Email updates

☒ All of the above



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- I am retired. Traffic is not a major problem with us.
- I live adjacent to the R.O.W. It would be a major negative impact on our lives.
- Item 4 - Make it a public solution. Define it - Vote on it. City by city.
- In Holland - you must live (at least encouraged) to live close to work.

- 5 How would you like for us to communicate with you during the 20-month study process?

☒ Community workshops

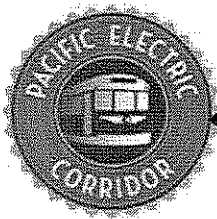
☒ Website postings

☒ Other (please specify):

☒ Email updates

☒ All of the above

Visit our
neighborhood



WEST SANTA ANA BRANCH

Public Comment Card

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Traffic on most through streets are congested most of the time. Public transportation is ok but can be very time consuming. - making freeways / major thru streets wider is not going to fix problem,
Central corridor, ie, RB Corridor, with cross transportation options at station stops
Retired, but go shopping / entertainment, recreation
Should consider noise, elimination of grade crossings
Calm NIMBY problem.

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



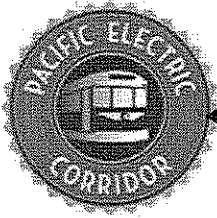
Other (please specify):



Email updates



All of the above



WEST SANTA ANA BRANCH

Public Comment Card

Please give us your thoughts and ideas on:

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- ❷ What transportation solutions make sense to you?
- ❸ Where do you want to go? What work, shopping, education, entertainment, recreational and other destinations would you like easier travel to?
- ❹ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

It belongs the area cities to produce a rail system in the most expedient and affordable manner.

Timing and the implementation of an actual project completed are vital.

- ❺ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



Other (please specify):

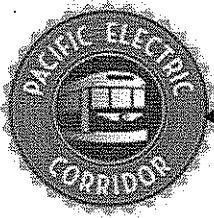


Email updates



All of the above





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- ④ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

- ① No challenges - a train or bus will add to challenges.
- ② Utilize already existing right of way - etc Fwy's
- ③ ~~Make~~ If any where, make it easier to drive to.
- ④ Green belt. Bike lane.

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



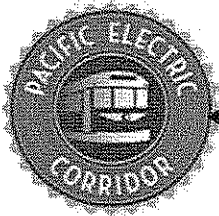
Website postings



Email updates



All of the above



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- ① I do not think La Palma has traffic issues and O.C.T.A. has trouble keeping ridership up and are cutting service
- ② There are two transit agencies operating Routes between O.C. + L.A. County
- ③ This does not go to any destinations, i.e. Mall, Shopping Centers etc.
- ④ Very narrow corridor in La Palma - way to close to our back yards, safety issues - and no direct access from our home backing up to corridor
This would also congest our city streets for Right of Way of Transit
Why not run transit down main streets and make it easier to use

- ⑤ How would you like for us to communicate with you during the 20-month study process?

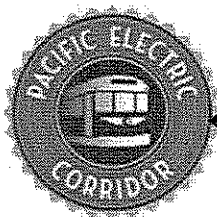
☐ Community workshops

☐ Website postings

☐ Other (please specify):

☐ Email updates

☐ All of the above



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When it comes to transportation issues I do not have a lot of ideas. I use my car. I won't use public transportation. I would like a green belt. You want to put this 50 ft from my back door. I shouldn't have to listen to noise 24/7. My property value will go down. My home is my retirement money.

You want to bring people from Santa Ana to work in LA. I'm tired of working around illegals.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

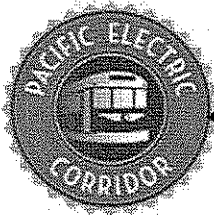
☒ Community workshops

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Consider audience served (users) by consider for potential transit use. When ~~the~~ evaluating type of transit facility coordinate local land use planning for intensification of uses and improved feasibility of both.

Since PE line parallels I-5 and I-405, consider potential duplication of transportation facilities. Eliminate High speed option rapidly. Use LA Orange Line to illustrate BRT success on dedicated corridor.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

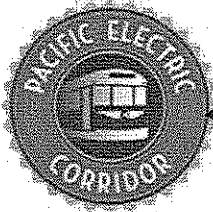
☒ Community workshops

☒ Website postings

☐ Other (please specify):

☒ Email updates

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Public Comment Card

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1. PLAN TRAINS THEN SERVICE UP TO 3 YEARS AGO. JUST REMOVED TRACKS
2. WHAT ABOUT ALTERNATIVE. 250 mi. FOR OTHER PROJECT.
3. HOW OFTEN DO TRAINS RUN?

THIS PROJECT IS LOCATED TO FAR SOUTH TO ACTUALLY CONNECT TO ANY SPECIFIC LOCATION... NO AIRPORT, NO MAJOR TRANSPORTATION HUBS. THE WHOLE PROJECT SHOULD BE MOVED TO THE NORTH.

THE RESIDENTS WERE HAPPY WHEN THEY REMOVED THE LAST RAILWAY. WHY WOULD WE SUPPORT ANOTHER, MORE NOISE AND TRAFFIC IMPACT.

LEAVE IT ALONE OR MAKE IT A GREEN BELT - TREES + BIKE PATH.

- 5 How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

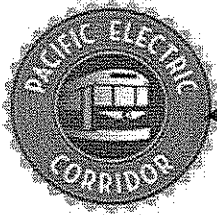
Other (please specify):

☐

Email updates

☐

All of the above



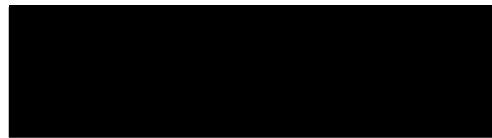
WEST SANTA ANA BRANCH

Public Comment Card

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I'M VOTING AGAINST - THIS
PROJECT / TRAINS / BUSES
BULLET TRAINS



RECOMMEND

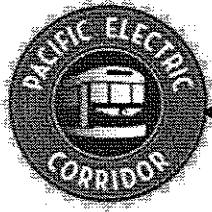
1) GREEN BELT - BIKING PATH
JOGGING & PATH

2)

3

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | _____ |



WEST SANTA ANA BRANCH

Public Comment Card

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- ② What transportation solutions make sense to you?
- ③ Where do you want to go? What work, shopping, education, entertainment, recreational and other destinations would you like easier travel to?
- ④ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

Personally, I am very supportive of this project, and am open to anything. There I have very little concerns - except that it will (the train) will accommodate bicycles & luggage. And on the land on sides, that there is pedestrian & bicycle ~~tracks~~ trails, with landscaping on the sides. Plants for landscaping: Native Californian plants.

I hope for a Santa Ana to L.A. & connection, maybe even San Diego.

I feel that using the old corridor will also decrease crime - homeless and gangsters hang around the abandoned tracks, keeping them in use will create a healthy community, attract local business, jobs & a more homier-community feeling.

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



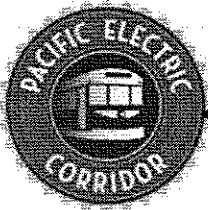
Other (please specify):



Email updates



All of the above



WEST SANTA ANA BRANCH

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- * Quality of life - noise, vibration, property value, conjection.
- * Utilize the freeways/with "clean air" transportation at stations.
- * Longer destinations linked with local transportation.
- * Cost, once again environmental.

⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



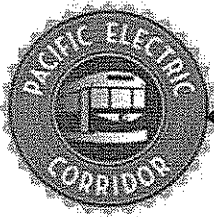
Other (please specify):



Email updates



All of the above



WEST SANTA ANA BRANCH

Public Comment Card

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- 1) Downtown Garden Grove (Garden Grove Blvd. & Encid. area)
- Redevelop industrial area
 - Build city college
 - * Station development (high density commercial/residential/entertainment) helps with funding.
- 2) * Noise & Air pollution are key concerns; street crossings are a hazard. Monorail systems should be considered for elevated crossing, electrical power, and low noise pollution

- ❺ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



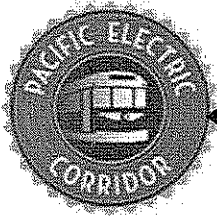
Other (please specify):



Email updates



All of the above



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Too congested

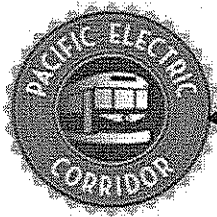
need public transportation that connects

need to go LAX, Staples center, sporting venues, performing arts centers, medical facilities

We must use alternate energy sources for transportation & stop depending on oil

- ❺ How would you like for us to communicate with you during the 20-month study process?

<input checked="" type="checkbox"/> Community workshops	<input type="checkbox"/> Website postings	<input type="checkbox"/> Other (please specify):
<input type="checkbox"/> Email updates	<input type="checkbox"/> All of the above	_____



WEST SANTA ANA BRANCH

Public Comment Card

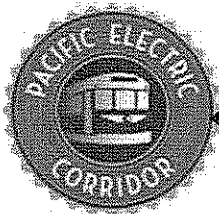
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1. • Freeway Congestion
• Limited access
2. • An above ground rail line
that can connect to LA
at a reasonable price
3. • Plain and simple connect to LA
4. • Rider cost
• Ability to have a Super Pass that
is valid on all rail/transportation lines

- 5 How would you like for us to communicate with you during the 20-month study process?

- | | |
|---|--|
| <input checked="" type="checkbox"/> Community workshops | <input checked="" type="checkbox"/> Website postings |
| <input checked="" type="checkbox"/> Email updates | <input type="checkbox"/> All of the above |



WEST SANTA ANA BRANCH

Public Comment Card

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- 1.) • Traffic congestion; Access to public trans; Current public trans ~~is~~ takes too much time to get to destinations like LA, Disney, Colleges (CSULB, Cypress, CSUF)
- Problem with property values - in urban areas it's a plus to have public trans. nearby, but in suburban areas, it's unpopular to neighbors of the railway.
- As a recent graduate, many of my friends (myself included) do not want to drive everywhere, and would not want to live here anymore because of the traffic, and lack of public trans.
- Cost - Obama said taxes would go up in 2011, which is right when this project leaves the preliminary phases. With the economy fluctuating, and the uncertainty of taxpayers' attitudes toward new projects, it could be the wrong time for this. However, in the ~~long~~ long run, when us young adults get older, we are going to value that access to public trans.
- 2.) • Find a balance between more stations + faster service. More stations means ~~more~~ more local access, but slows down travel time.
- 3.) LA, Hollywood (shows + events) Disney, College! Parking @ school \$270/semester just to park!
- 4.) Property values go up for public trans, Noise, cost, environment.

- 5 How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



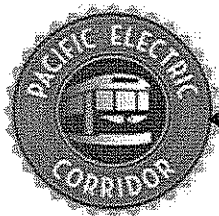
Other (please specify):



Email updates



All of the above



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1. Connectivity with existing MTA/OCTA Transit Systems

2. Light Rail in combination of Green Belt Walking Path/Bicycle Trail

3. Work in Downtown Los Angeles

4. Connectivity (see Answer 1 above)

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



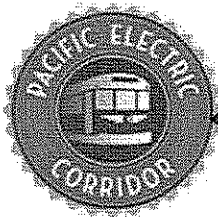
Other (please specify):



Email updates



All of the above



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Public Comment Card

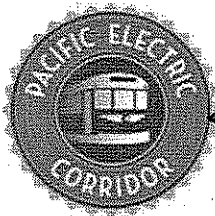
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1. SAFTY
2. SEISMIC
3. NOISE
4. PARKING

- ❺ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input checked="" type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | |



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Public Comment Card

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- ① The City of La Palma has many public schools that currently tax existing circulation systems. Commuter rail on the P.E.C. would exacerbate this situation as the R-O-W cuts across major arterials.
- ② The best transportation solutions should maximize existing Public transit systems first. Then expand multi-modal systems on existing Public arterials as existing destinations are already on those routes.
- ③ The only desirable destination accessible to the P.E.C. is Cypress college and that could be better served by just a trail system on the P.E.C.
- ④ Transportation solutions should be evaluated based on public opinion.

⑤ How would you like for us to communicate with you during the 20-month study process?

☒ Community workshops

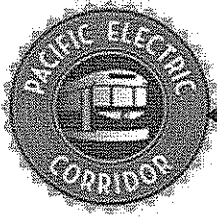
☒ Website postings

☒ Other (please specify):

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☒ All of the above

Ads in local paper



WEST SANTA ANA BRANCH

Public Comment Card

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① NOISE, COST, PROPERTY VALUES

② IMPROVE BUS TRANSIT

③ ENTERTAINMENT, RECREATIONAL

④

* I THINK THE CITY OF CORPUS CHRISTI SHOULD
BETTER INFORM THE PEOPLE ABOUT MEETING OF
THIS TYPE.

⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



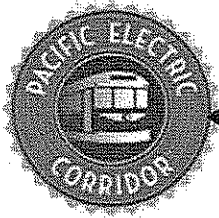
Other (please specify):



Email updates



All of the above



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*Reducing congestion
Station space
long lines & short lines*

- ⑤ How would you like for us to communicate with you during the 20-month study process?

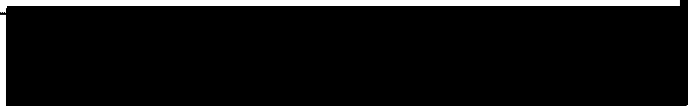
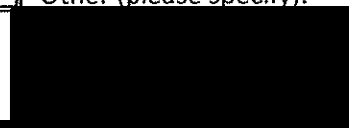
☒ Community workshops

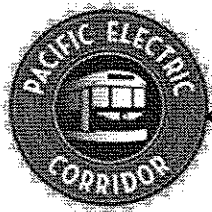
☒ Website postings

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☒ Email updates

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WEST SANTA ANA BRANCH

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How can we better connect/communicate with the higher-density community members that would benefit from a rail? I'm worried that mostly single-family home owners against a rail will dominate the meetings but not necessarily represent the community consensus.

⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



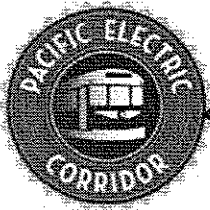
Other (please specify):



Email updates



All of the above



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Educar a la gente a conocer las facilidades de Transportación, que a veces por no conocer son Parte del "Tráfico" apretado.

"Bus" de acuerdo a la necesidad, (Facilidad) Especial para Los. Estudiantes y Personas con niños.

- ❺ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



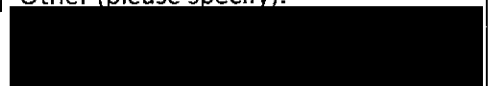
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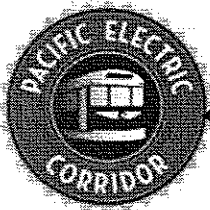


Email updates



All of the above





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Very interesting meeting. Will be looking forward to the next one to see if any of the comments from this meeting are considered.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

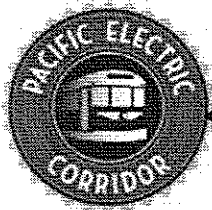
☐ Community workshops

☐ Website postings

☐ Other (please specify):

☐ Email updates

☐ All of the above



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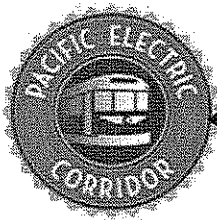
The use should involve major ^{locations} ~~like~~ like
airports, universities, sports venues. It should
not repeat the shortcomings of MTA's Green Line
which, essentially, is a line to nowhere — no
airport, no beach.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|--|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Email updates | <input checked="" type="checkbox"/> All of the above | _____ |



- 1 * make the route have a class 1 Bike Way connecting LA River trail, San Gabriel River trail, Los Coyotes Creek Trail and Santa Ana River Trail. (over street crossings)
2. * if a Railway is built... it should be quiet and light or a monorail system (sprinter) allow for Bikes on trains
3. NOT a Heavy Amtrak or High Speed system
3. No Buses!



WEST SANTA ANA BRANCH

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① Currently, transportation options are basically car-based, options such as bus + bikes are difficult because of lack of connections + schedules to link these options

② Light Rail or trolley ^{sprinter} and Bicycle that allow connections to other types of transportation Routes

③ yes. ?

④ The proposals should accommodate closer together stations, and QUIET and safe

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



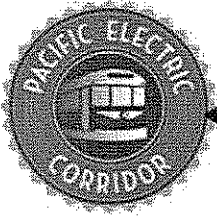
Other (please specify):



Email updates



All of the above

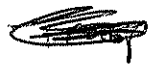


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① Transportation is not fast enough, does not go enough places, does not make enough connections to other transportation systems.

② Something that gathers people from communities along the R.O.W. and whisk them to destinations as far away as Downtown LA

③ Downtown LA, Union Station, Community colleges

④ should be fast, safe, should connect with Union station

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



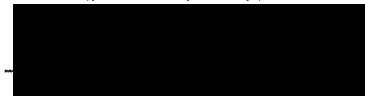
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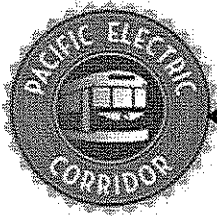


Email updates



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1. orange crush with 1 driver - alternative modes (Bike) not appreciated or endorsed now.
2. Light rail - similar to Portland
easy to understand, easy to use,
affordable
3. Entertainment - recreation -
Work - play - live heart of
L.A.
Hollywood Bowl
Getty Institute
4. Ridership
Residents
Business
Property owners as major stakeholders because
they will be most affected -
Taxes, eminent domain
Safe (Quiet) effective

- 5 How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|--|--|
| <input type="checkbox"/> Community workshops | <input checked="" type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
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1) ADDING TRANS. CAPABILITY TO AVOID GRIDLOCK ON
FREEWAYS & LOCAL STREETS.

2) RAIL - LIGHT & HEAVY

3) MEDICAL CARE - PERSONAL
EVERYTHING ELSE - COMMUNITY

4) LONG TERM ECONOMY & USABILITY

1) SAME

2) NEW PROJECTS

3) SAME

4) LONGEVITY OF SYSTEM

SEE: STU'S "RR ATLAS OF NORTH AMERICA" FOR
CA AND NEVADA. ISBN 1 874745 08 0

- 5 How would you like for us to communicate with you during the 20-month study process?

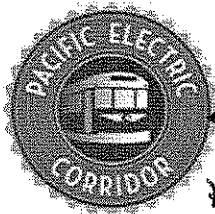
☐ Community workshops

☐ Website postings

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WEST SANTA ANA BRANCH

Note: please read all the adapted trail +
bikeway plans. Don't rely on elected officials to know or be familiar with these plans.

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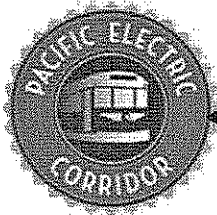
Also don't forget non-motorized transit. Make bike + trail part of this + other transit plans.

1. Lack of bike lane + bikeways
Poor community (Santa Ana) that may not be able to afford higher-fares.
2. Fully integrated transit that includes, bikeways bike lanes, trails, pedestrian way, buses + rail.
3. Most of my transit is local 1-mile to work shopping is 2-3 miles. Most of what is proposed would not provide direct benefit. Planning should consider stressing other important destinations; to identify public centers, schools, business areas adjoining or are near the railway to help the public understand if this route would serve the user. Identify linkage from the community to the rail line + to improve the way-finding + create a design set of design criteria to create user-friendly path to the rail line.
4. Examine the community at a micro-level. Use current demographic data to make the best informed decision about how to serve the community.

- 5 How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|--|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
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4. Also look at other possible rail, ped bike + utility corridors to also move people. I'd feel better about this project if the study was more comprehensive of other connectors.



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① Traffic can be unbearable in peak hours

②

③ A viable public system to all of the above would be great. we personally only use public transportation on vacation and a few times for entertainment.

④ Environmental / soft / operational costs
Long term solution / Be realistic on its use and IF it will be used for the intended purpose. The metrolink is still in the red. (or so I am told)

⑤ How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

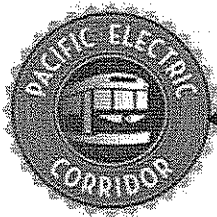
Other (please specify):

☐

Email updates

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All of the above



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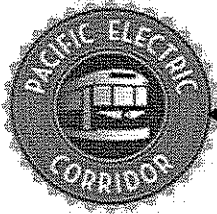
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- ① Congestion -
- ② train - high speed
- ③ work + recreation
- ④ cost
- ⑤ Speed, convenience, cost -

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|--|--|
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As a homeowner
how will this impact
us day to day
Are you looking into
how to minimize
the problems of
sound, pollution, ect.

Concerned about
seeing the train and
train passengers looking
into my yard. What
type of privacy
will be lost

- ❺ How would you like for us to communicate with you during the 20-month study process?

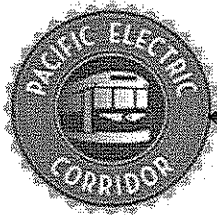
☐ Community workshops

☐ Website postings

☐ Other (please specify):

☐ Email updates

☐ All of the above



WEST SANTA ANA BRANCH

Public Comment Card

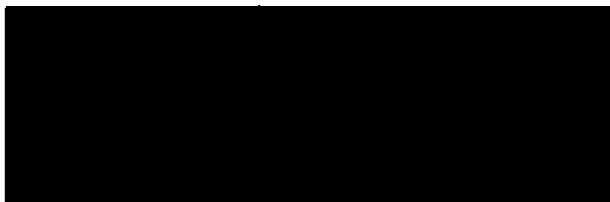
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- 4 How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

I like the idea of public transit. We need to get cars off the roads.

I am concerned, however, about what will happen to my house and my quality of life since my house is very close to the Corridor. I am worried about the increase in noise, and about having to give up my house for the Corridor project.

Signed,



- 5 How would you like for us to communicate with you during the 20-month study process?

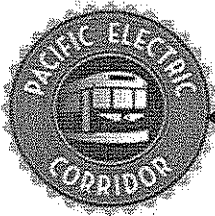
☐ Community workshops

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Public Comment Card

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- ① Safety is the main issue Both immediate and long term crime
- ② Displacement of residents and business.
~~Overall VALUE how many people~~
- ③ Overall VALUE how many people will use, how often.

⑤ How would you like for us to communicate with you during the 20-month study process?

☐ Community workshops

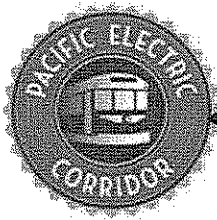
☐ Website postings

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flyers And regional/local Reps.



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Public Comment Card

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- ④ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

We Have NO Rail system and we have to use cars wh.
Lite rail would be good -
I would like to go to L.A. —

- ⑤ How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

Other (please specify):

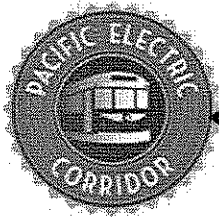
☒

Email updates

☒

All of the above





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Public Comment Card

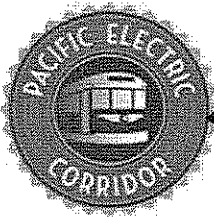
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LIGHT RAIL USING BUS/STATION FOR OR BLUE LINE TO U.P. LA HABRA BRANCH
TO U.P. / SALT LAKE TO P.E. SANTA ANA LINE

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | |
|--|---|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings |
| <input type="checkbox"/> Email updates | <input type="checkbox"/> All of the above |



WEST SANTA ANA BRANCH

Public Comment Card

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Thank You for
all the information
you provide us with

❺ How would you like for us to communicate with you during the 20-month study process?

☐ Community workshops

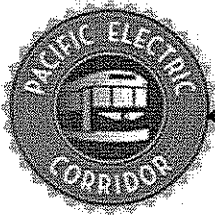
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BY Regular Mail
OK BY Phone



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Public Comment Card

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- 1, POOR PUBLIC TRANSPORTATION
- 2, BETTER + FASTER CONNECTIONS BETWEEN BUS + RAIL
- 3, VOLUNTEER, SHOPPING, ENTERTAINMENT,
- 4, GREAT, SOME ABOVE MY HEAD,

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



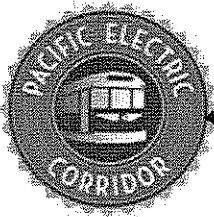
Other (please specify):



Email updates



All of the above



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Public Comment Card

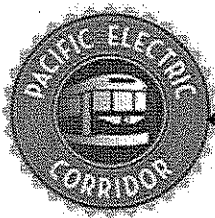
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- ① Bk of higher density communities, public transportation is necessary.
- Existing light rail are not as efficient as could be.
- There is no direct link to LAX, major airports, etc.
- ② Light rail to Urra Station, possibly elevated
AND linking to Green Line to access to LAX
- ③ ② - Commuter - to downtown LA - to Long Beach
- Recreation - Cerritos Mall, locations in OC

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input checked="" type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | _____ |



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VERY CONCERNED WITH PROTECTED SPECIES.

THERE SHOULD BE A STUDY COMPLETED LOOKING
AT COYOTES, BIRDS, RODENTS, AND BUTTERFLIES.

CONSIDER: ① DANA POINT - THEY PROTECT THE POCKET MOUSE
② CAMP PENDLETON - THEY PROTECT THE
KANGAROO MOUSE

PLEASE CARE FOR YOUR OTHER CREATURES

- ⑤ How would you like for us to communicate with you during the 20-month study process?

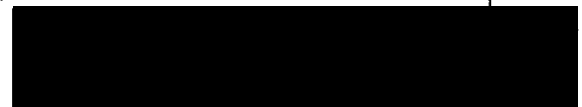
☐ Community workshops

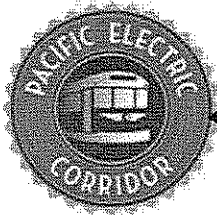
☐ Website postings

☐ Other (please specify):

☒ Email updates

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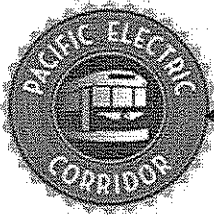
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1. What is the real transportation problem you are trying to solve
2. This corridor goes from nowhere to nowhere
3. Are you considering the right of ways that already exist such as using the freeways? Build raised trains in the middle of the freeway

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|--|--|
| <input type="checkbox"/> Community workshops | <input checked="" type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
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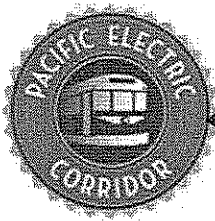
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- ① No issues.
- ② Use I-5 corridor.
- ③ I drive.
- ④ Use existing right of ways.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|--|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input checked="" type="checkbox"/>  | <input checked="" type="checkbox"/> All of the above | _____ |



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- Safety for pedestrians/vehicles, homeowners
- Property value depreciation
- Health concerns / noise level
- ↑ population
- Pollution / environmental concerns
- Ease of use / connection to other lines
- Need more parks / walkways / nature
- Need to notify all residents of cities are involved

⑤ How would you like for us to communicate with you during the 20-month study process?

☐ Community workshops

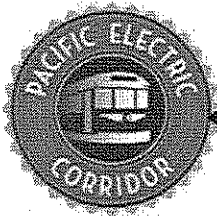
☐ Website postings

☐ Other (please specify):

☐ Email updates

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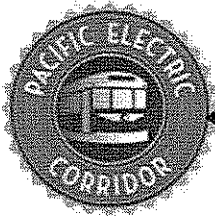
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★ Need public transportation that is easy to use – ample parking and links to existing transportation options. Must use clean energy as much as possible. Consider grade-separation and other mechanisms to make it as little of a nuisance as possible.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|--|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Email updates | <input checked="" type="checkbox"/> All of the above | _____ |



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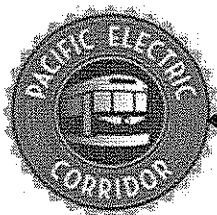
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I AM TOTALLY OPPOSED TO ANY USE OF THE
RED CAR LINE TO ANY FUTURE TRANSPORTATION
NEEDS
USE IT FOR GREEN SPACE / PARKS, BIKE
PATHS

- ❺ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
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① CA PALMA HAS NO ISSUES I AM AWARE OF. I HAVE LIVED IN THE CYPRESS/CA PALMA AREA SINCE 1963

② FOR THE CORRIDOR IN QUESTION - MAKE IT LIKE RANCHO VERDE PARK PEDESTRIAN/BIKE/ SKATEBOARD / RECREATIONAL AND AUXILIARY PARKING WHERE POSSIBLE.

③ THIS LINE DOES NOT DIRECTLY SERVICE ANY SIGNIFICANT END DESTINATIONS I AM AWARE OF.

④ CONSIDER THE PERCENTAGE OF THE CORRIDOR THAT IS RESIDENTIAL RE-EVALUATE THE CURRENT SYSTEM RE-ALLOCATE EXISTING RESOURCES TO USE WHERE NEEDED. TOO MANY EMPTY BUSES/TRAINS, ETC.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

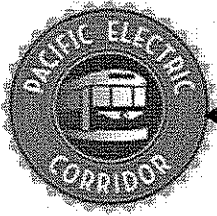
Other (please specify):

☐

Email updates

☒

All of the above



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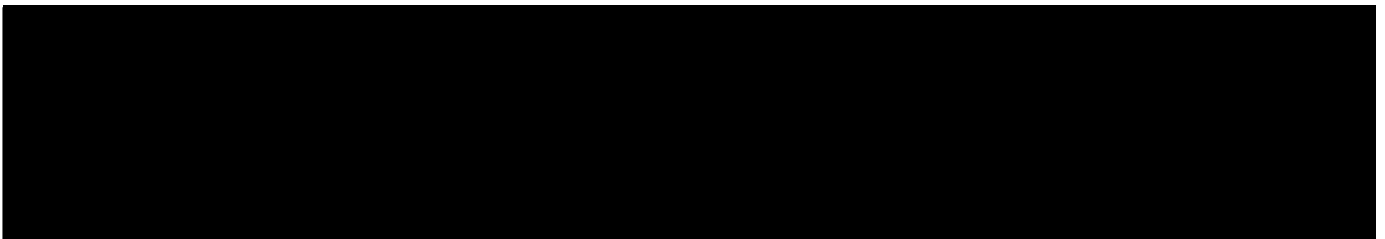
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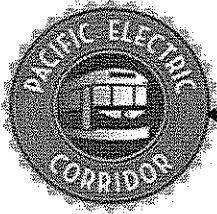
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1. DO NOT WANT PROJECT
2. NOISE AND DISRUPTION OF LIFE
3. WHERE WILL MONEY COME FROM
4. WILL HOMES HAVE TO BE TAKEN
5. DEVALUATION OF HOMES CLOSE TO TRACKS
6. SAFETY
7. BUSES IN AREA NOT UTILIZED NOW

- ⑤ How would you like for us to communicate with you during the 20-month study process?





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1. Don't want the project

2. Who will use it - where will they come from

3. Negative impact on property value

4. Safety concerns - derailment

5. Take homes & property

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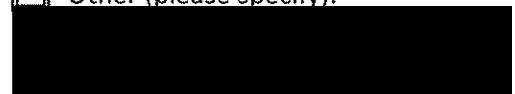
☒ Community workshops

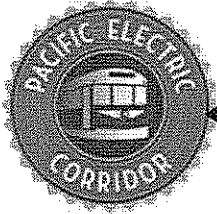
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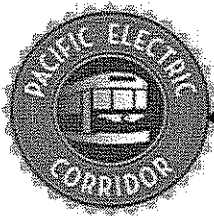
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1. Do Not want project
2. TAKEing Peoples homes, property
3. money coming from
4. Safty concerns
5. where are people coming from

mailing to Everyone in community -

⑤ How would you like for us to communicate with you during the 20-month study process?

<input checked="" type="checkbox"/> Community workshops	<input type="checkbox"/> Website postings	<input type="checkbox"/> Other (please specify):
<input type="checkbox"/> Email updates	<input checked="" type="checkbox"/> All of the above	_____



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my concerns

- a system that connects with ^(trains) Amtrak stations in Fullerton or Anaheim, & to connect to Long Beach ^(near beach)
- Noise level
- property values in Cerritos
- Safety issues when the ~~A~~ train passes the streets
- I would like to see a trail that improves the community. a safe place to walk

5 How would you like for us to communicate with you during the 20-month study process?

☐ Community workshops

☒ Website postings

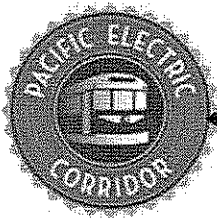
☒ Other (please specify):

☐ Email updates

☐ All of the above

Supervisor Knabe's web site for updates

Have the City of Cerritos notify residents in the Community News



Public Comment Card

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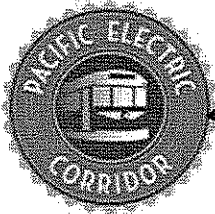
* NEED TO NOTIFY THE COMMUNITY OF THIS PROJECT - I FOUND OUT BY ACCIDENT.

* PROPERTY VALUE - SIGHT A
NOISE A
SAFETY

* NO RAIL SYSTEM
TOO NOISY + EXPENSIVE

- ❺ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
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Develop a cost effective transportation system
that has destinations citizens desire to visit
A system that is cost effective in construction
and compatible with existing systems.
That has adequate well thought out
recreational uses, bike, walking, recreation
A system that take into consideration
the needs of the public and not political
payback to politicians for their support or
vote
That interconnects well with, with, schools,
work, shopping centers, religious, institution
recreation

- ⑤ How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

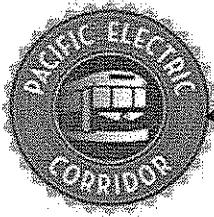
Other (please specify):

☐

Email updates

☒

All of the above



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- ❹ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

- 1) Connectivity to regional systems
- 2) Mixed by bike/Rail
- 3) Downtown & Recreation
- 4) Environmental Considerations

- ❺ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



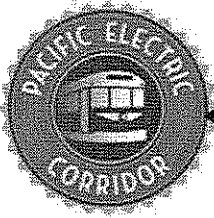
Other (please specify):



Email updates



All of the above



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- 1) I Like The Idea of A SUB terrain
- 2) style system
- 3) quiet AND simple
- 4) AD~~AD~~ quiet walls / Fencing
- 5) Bike trails would be nice
- 6) coordinate Bus Trans systems

5 How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



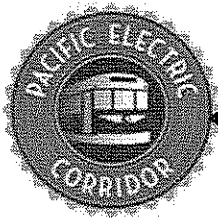
Other (please specify):



Email updates



All of the above



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Public Comment Card

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- ❶ What do you think are the transportation issues and challenges in your community?
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- ❸ Where do you want to go? What work, shopping, education, entertainment, recreational and other destinations would you like easier travel to?
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Noise levels

Not damage property values

- ❺ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



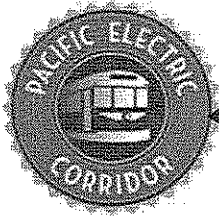
Other (please specify):



Email updates



All of the above



WEST SANTA ANA BRANCH

Public Comment Card

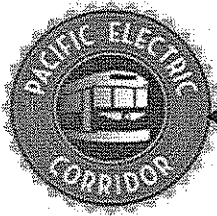
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- ① Congestion & mobility.
- ② Ltr Rail line built in a trench along single story residential areas (to lower noise levels)
- ③ I would use it for recreation & entertainment.
- ④ Proposed transportation solutions should be evaluated on potential ridership, costs & potential commercial development. Also it should tie in with now existing mode of transportation.
(Every city should have a station so that would get every city involved.)

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | _____ |



WEST SANTA ANA

WEST SANTA ANA BRANCH

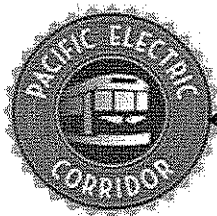
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Leave the corridor alone.

❺ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|---|---|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input checked="" type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | <u>US Mail</u> |



WEST SANTA ANA BRANCH

Public Comment Card

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#1. Heavy traffic congestion on our freeways during p.k.hrs.
Also, inadequate transit options to get to distant destinations such as Downtown LA.

#2. Solutions may include: Maglev, Metrolink if the line connects to Union Station directly or with one transfer. Otherwise, if the ultimate destination is Paramount, then it should be a ped/bikeway.

#3 Take it to Union Station.

#4. Special consideration to the neighbors along the R/W and to the impact of existing arterial system. Consider grade separators.

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



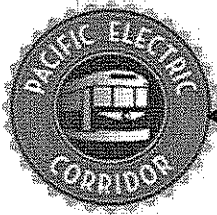
Other (please specify):



Email updates



All of the above



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It is a challenge getting to west and north Los Angeles County during rush hour while driving and there are currently no viable public transportation means. Major concern with any above ground bus or rail system is noise along the right-of-way. The current ideas for right-of-way being considered do not connect with major ~~at~~ attractions or destinations (other than Downtown Santa Ana).

- 5 How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

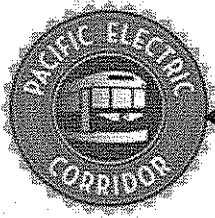
☐

Other (please specify):

☒

[Redacted]

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WEST SANTA ANA BRANCH

Public Comment Card

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1) Safety - while waiting for public transit
2) Amount of population that would use/
vs cost - would it ~~make~~ be financially
feasible - need to help pay for itself
3) Use current methods & enhance -
use fast lanes of freeways, overhead monorail
4) Would not use & not in the 20 mile
4) Security issues
Privacy for home owners in area
Noise, pollution, traffic during construction
Noise, vibration, lack of privacy, security
for neighborhood riders coming in to Cev.
as well as riders waiting
Facilities - restrooms, water, seating,
coverage from environment - rain, sun,
wind.
Lack of notification to residents reg.
meetings.

- 5 How would you like for us to communicate with you during the 20-month study process?

☒ Community workshops

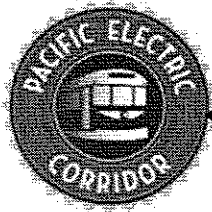
☒ Website postings

☒ Other (please specify):

☐ Email updates

☐ All of the above

Mail, flyers,
postings



WEST SANTA ANA BRANCH

Public Comment Card

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- ④ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

Thank you for your facilitation & the
method used to incorporate everyone's
opinions & ideas. Well done, I felt my
voice was heard.

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



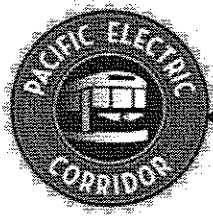
Other (please specify):



Email updates



All of the above



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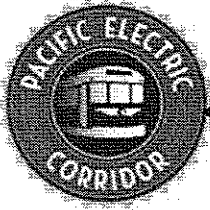
(North Hollywood)

Many people in Bellflower drive to Irvine & Downtown Los Angeles ^{to work} because it takes twice as long to go by rail. A high speed train would decrease the freeway congestion.

On the other hand, I know that there are several families that live in Bellflower that would like there to be a stop in Bellflower to bring commerce to the downtown Bellflower area. Have a stop every 1.5 - 3 miles. Even if there isn't a stop every 3 miles PLEASE have a stop in Bellflower. ^{more people would use it if it went faster than driving a car.}

5 How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input checked="" type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | Facebook |



WEST SANTA ANA BRANCH

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I think it's excellent that you are all considering multiple benefits for the corridor, like bike + pedestrian paths, parks, bike racks, and bike stations (w/ ~~bike~~ covered bike parking, maybe bike rentals ...)



⑤ How would you like for us to communicate with you during the 20-month study process?

☐ Community workshops

☒ Website postings

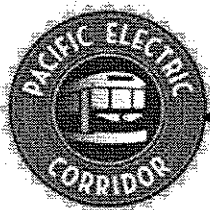
☐ Other (please specify):

☒ Email updates

☐ All of the above

Facebook, twitter

Blog



WEST SANTA ANA BRANCH

Public Comment Card

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- ① Connection to Downtown Los Angeles directly, is very important.
- ② Compatibility to existing transit systems.
- ③ Stations serving all communities on corridor route.
(Light rail ~~extension~~ perfect for this)
- ④ Change perception of "local" public transit stressing safety and appearance of the transit vehicles & infrastructure.
- ⑤ A chance to revitalize local communities.
- ⑥ A chance for people to ~~easy~~ easily "rediscover" SoCal (including Little India, Dumb Bellflower, Downtown Santa Ana etc.)

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



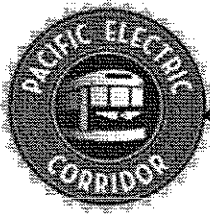
Other (please specify):



Email updates



All of the above



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Public Comment Card

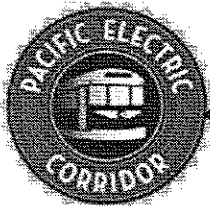
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Very important that the project be planned
& phased for future expansion so that what
is built does not have to be torn down & redone.
Should explore the possibility of private
enterprise assisting with financing.

❺ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input checked="" type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | _____ |

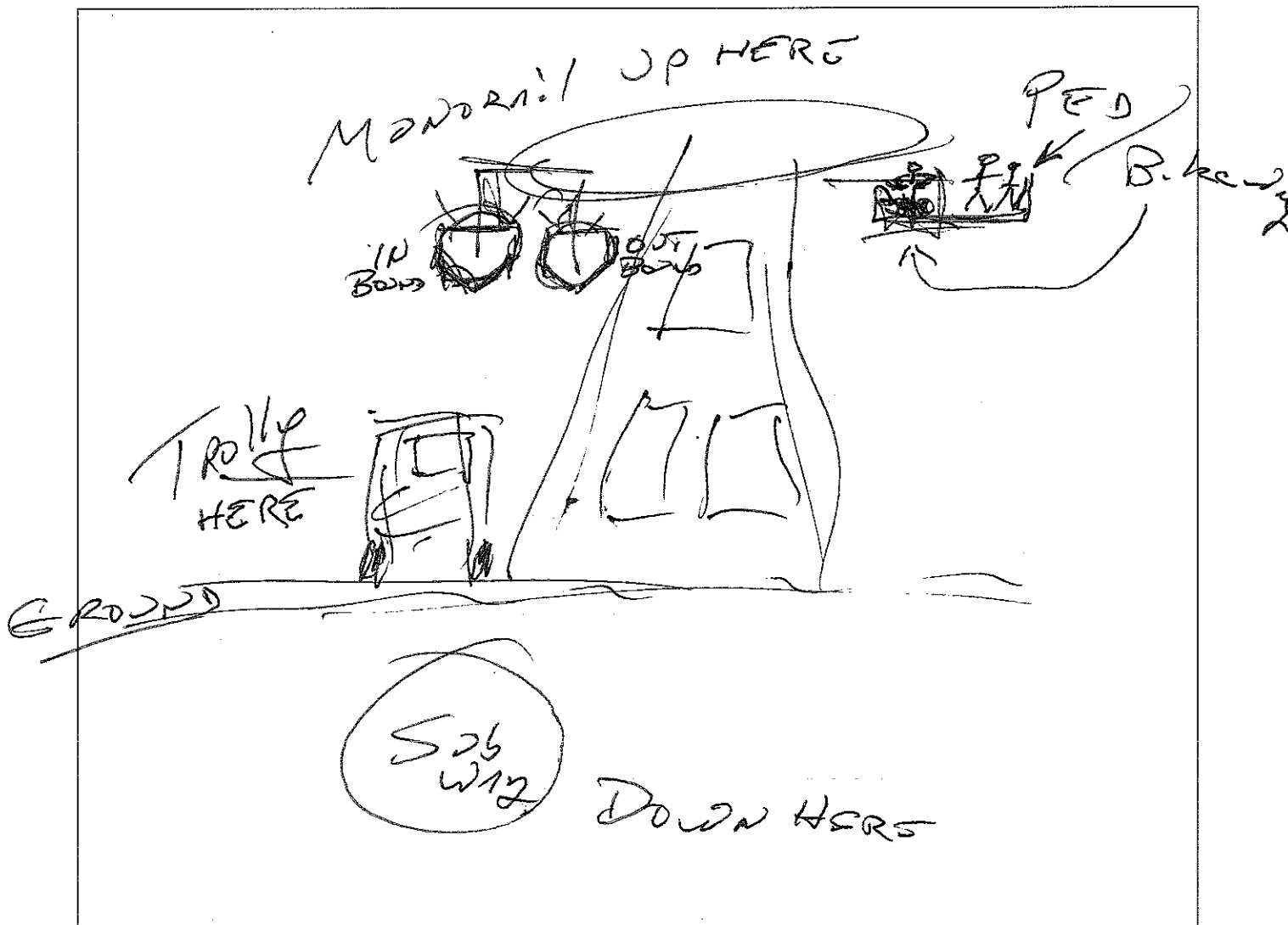


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- 5 How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

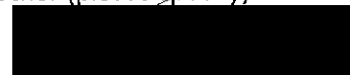
Other (please specify):

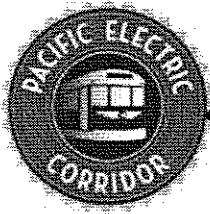
☐

Email updates

☒

All of the above





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In considering the various solutions/options that were presented really need to think about breaking down the demographic factors, understanding the population that would be utilizing the proposed transportation option, (i.e. understanding if the population is primarily commuters or community based utilizing local stops.)

I personally feel as if the commuter population is over-growing, since people losing jobs, they are more apt to drive in order to secure employment in growing greater lengths for it. Also considering also cities such as Irvine in OC & LA Downtown areas which are major hubs of jobs, it would be helpful to target this population in order to decrease the single rider commuters.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

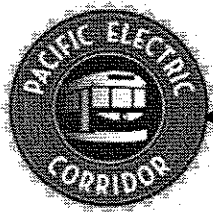
☐ Community workshops

☐ Website postings

☐ Other (please specify): _____

☒ Email updates

☐ All of the above



Public Comment Card

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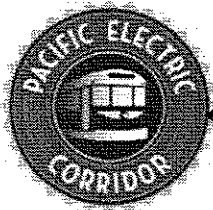
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I HAVE PROBLEM WITH
RE-USE OF PACIFIC ELECTRIC:
HOWEVER UNDER NO CONDITIONS
SHOULD MY PROPERTY BE TOUCHED.
MY PARENTS WORKED VERY HARD
TO BUILD THE HOUSE DURING
THE DEPRESSION. IT MEANS A
LOT TO ME:

- ⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|--|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | _____ |



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1. LACK of FAST, Efficient, reasonable cost Transportation.

2. PE - route.

(1) EASY Access Terminals not too far apart

(2) Faster than car on the I-5 or CA-91 I-605

(3) NOT TOO EXPENSIVE TO RIDE.

3. (1) Casual use - Sporting events, Music center, shopping

(2) Working site

4. Environmentally good (Little noise, exhaust, etc.)

Perhaps a Bus route

Note - High speed Train NOT practical

(2.R. for L.A. to Las Vegas, but not Stanton to L.A.)

⑤ How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☒

Website postings

☐

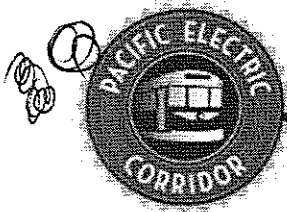
Other (please specify):

☐

Email updates

☐

All of the above



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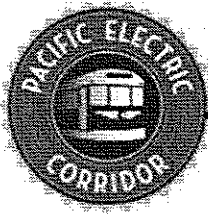
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Wonderful - AND INFORMATIVE - GRAT JOB

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- | | | |
|---|---|--|
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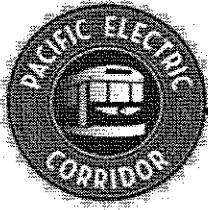
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- ① How to get around to major destination
② Need to get out of our cars, ① Shopping Center
③ Speedy transportation ② recreation Centers
④ Environmental Impacts ③

⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
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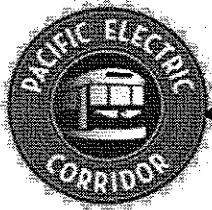
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Metro Bike Program would like to see:

- ② - bike parking - (long term & short term)
- ② - bikes on board (space for bikes on transit)
- ③ - connections to other transportation lines
- ② - multi-modal (transit w/ adjacent bikeways)
- ② - multi-modal accessibility (easy to walk & bike to stations)
- ③ - connection to regional river bike paths
- ④ - multimodal & affordable

⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
| <input type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
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La Brea

Public Comment Card

WEST SANTA ANA BRANCH

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We need for the System
① Mass Transit ② Rail Electric,
③ Stop in East City from Santa Ana
to Paramount

⑤ How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

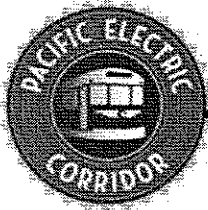
Other (please specify):

☐

Email updates

☐

All of the above



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Traffic on beach Blvd, chapman, katella
cars, people taking bus. Bus station routes
make congestion + slows cars. on 1st lane
No bike lanes on Beach Blvd.

Parking to local shops, grocery store, pharmacies
are limited. + routes are challenging.

Less cars would help congestion.

More Buses are of need.

Build a bridge over cross walk
on beach + chapman, katella

- ⑤ How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

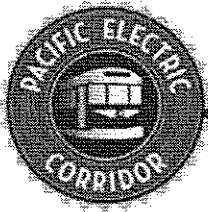
Other (please specify):

☐

Email updates

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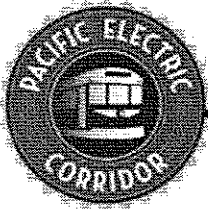
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HELP traffic congestion. Speed of transit & connectivity
light rail / monorail
Local but have the ability to connect to major rail routes.
San Diego / LA / Vegas etc, Airports / nationwide
Speed, impact on street traffic / noise / safety.
Environmental impact.
Bikeway / Walkway

⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
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Group Discussion was great
w/ wide age range & Life
Experiences.

Look forward to
next meeting

⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



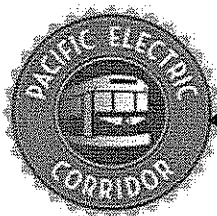
Other (please specify):



Email updates



All of the above



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There ARE TWO PUBLIC RAIL SERVICES RUNNING
FROM L.A. TO ORANGE COUNTY NOW,
THERE ARE TWO TRANSIT AGENCIES
OPERATING ROUTES FROM L.A. TO ORANGE
COUNTY.
ALL FOUR AGENCIES ARE SUFFERING
BUDGET SHORTFALLS.
HOW COULD THE TAXPAYERS
POSSIBLY JUSTIFY THIS EXPENSE
THAT WILL NOT SELF-FUND.

- ⑤ How would you like for us to communicate with you during the 20-month study process?

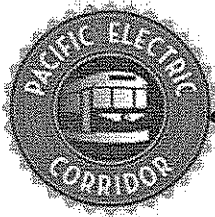
☐ Community workshops

☐ Website postings

☐ Other (please specify):

☐ Email updates

☒ All of the above



WEST SANTA ANA BRANCH

Public Comment Card

Please give us your thoughts and ideas on:

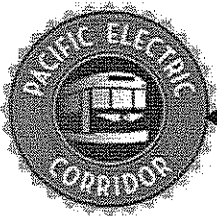
- ❶ What do you think are the transportation issues and challenges in your community?
- ❷ What transportation solutions make sense to you?
- ❸ Where do you want to go? What work, shopping, education, entertainment, recreational and other destinations would you like easier travel to?
- ❹ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

Project was planned in 1996, why is the subject coming again.

of course we are objecting to it because of the homes that will be taken and property values going down.

- ❺ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | _____ |



WEST SANTA ANA BRANCH

Public Comment Card

Please give us your thoughts and ideas on:

- 1 What do you think are the transportation issues and challenges in your community?
- 2 What transportation solutions make sense to you?
- 3 Where do you want to go? What work, shopping, education, entertainment, recreational and other destinations would you like easier travel to?
- 4 How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

The core riders will be daily commuters, mostly going to and from work.

- cost is a big issue

- System should be self sustaining to some point.

Something to consider is that while many people may take this to and from work they will still have automobiles and all the costs associated.

- 5 How would you like for us to communicate with you during the 20-month study process?

☐ Community workshops

☐ Website postings

☐ Other (please specify):

☐ Email updates

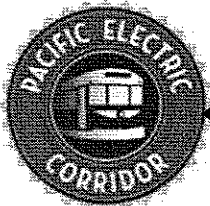
☒ All of the above



What option is most compatible with existing?
Currently the options available seem to be
oriented due to political considerations rather
than the needs of the traveling public

What other options are available for recreation
use of excess land.

Inter connect - transportation with points of
interest, i.e. shopping centers, recreation areas,
amusement parks, work, schools, religious,
entertainment



WEST SANTA ANA BRANCH

Public Comment Card

Please give us your thoughts and ideas on:

- ① What do you think are the transportation issues and challenges in your community? ~~Traffic~~ / Bike lane /
- ② What transportation solutions make sense to you?
- ③ Where do you want to go? What work, shopping, education, entertainment, recreational and other destinations would you like easier travel to?
- ④ How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

~~Is this project in~~

⑦ Are these community meetings meeting the needs of those who ride ^{public} transportation? When asked @ the needs of my neighbors in Bellflower, none of my friends use public transportation. Our group seems to be speaking ^{out} ~~@~~ theory ^{and} or limited experience.

⑧ Also, I'm unclear on who pays for this project. This should be made clear.

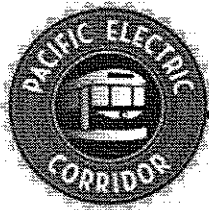
⑨ I mostly go to L.A. ~~for~~ to visit restaurants that are close to the Redline. I would appreciate a faster trip.

⑩ Create access to the Beach!

⑤ How would you like for us to communicate with you during the 20-month study process?

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Community workshops | <input type="checkbox"/> Website postings | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Email updates | <input type="checkbox"/> All of the above | <u>Facebook page</u> |

Maybe we could get the word out more in our city. Contact "Kingdomcauses.org"



WEST SANTA ANA BRANCH

Public Comment Card

Please give us your thoughts and ideas on:

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We would prefer That no rail
transportation be built
But we would love to see
a green belt with bike Trails
and green grass -

- ❺ How would you like for us to communicate with you during the 20-month study process?

☐

Community workshops

☐

Website postings

☐

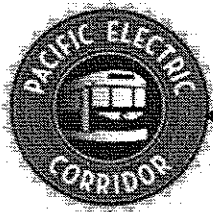
Other (please specify):

☐

Email updates

☐

All of the above



WEST SANTA ANA BRANCH

Public Comment Card

Please give us your thoughts and ideas on:

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LIGHT RAIL WITH STOPS IN EVERY CITY.
WITH BIKE TRAIL ALONGSIDE.
SHOULD CONNECT TO GREEN LINE.
SHOULD GO TO SANTA ANA REGIONAL
TRANSPORTATION CENTER AS THIS IS
NEAR WHERE I WORK

CONSIDERATIONS

- NOISE
- POLLUTION
- SERVE MOST POPULATION
- CONSIDER NEARBY RESIDENTS
- BE EASY TO ACCESS STATIONS WITH
ADEQUATE PARKING
- BIKE STATION (AS THEY HAVE IN LONG BEACH)
AT BOTH ENDS OF THE CORRIDOR.

- ⑤ How would you like for us to communicate with you during the 20-month study process?



Community workshops



Website postings



Other (please specify):



Email updates



All of the above

BEACH CLUB

ADULT

PE ROW

SQUID MUSIC

UP FRIGHT